

RI Division of Statewide Planning | RI Department of Transportation | RI Public Transit Authority







FFY 2022-2031 State Transportation Improvement Program Amendments

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PREFACE

The Federal Fiscal Year (FFY) 2022-2031 Rhode Island State Transportation Improvement Program (STIP) was prepared by the Division of Statewide Planning for adoption by the State Planning Council. It covers the required four year time period of federal fiscal years 2022-2025, with additional information included for federal fiscal years 2026-2031.

The Rhode Island Division of Statewide Planning is established by Chapter 42-11-10 of the Rhode Island General Laws as the central planning agency for state government. The work of the Division is guided by the State Planning Council, comprised of state, municipal, and public representatives, as well as federal advisors. The Council also serves as the single statewide Metropolitan Planning Organization (MPO) for the State of Rhode Island. The staff component of the Division resides within the Department of Administration.

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Abbreviations & Acronyms

3C	Continuing, Cooperative and Comprehensive Planning Process
ACS	U.S. Census Bureau's American Community Survey
ADA	Americans with Disabilities Act
ATP	Active Transportation Program
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development Grant
C-D	Collector-distributor
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CARES	Coronavirus Aid, Relief, and Economic Security Act
CCRI	Community College of Rhode Island
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
COVID	Coronavirus Response and Relief
Relief	Supplemental Appropriations Act
CRISI	Consolidated Rail Infrastructure and Safety Improvements Grant
DDI	Diverging Diamond Interchange
DMV	Rhode Island Division of Motor Vehicles
DOL	United States Department of Labor
DOJ	United States Department of Justice
DOT	United States Department of Transportation
EJ	Environmental Justice
EPA	United States Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act (Federal Transportation Funding Bill of 2015)
FFY	Federal Fiscal Year (October 1st to September 30th)
FHWA	Federal Highway Administration
FRA	Federal Rail Administration
FTA	Federal Transit Administration
GAAP	Generally Accepted Accounting Principles
GARVEE	Grant Anticipation Revenue Vehicle bond
GATRA	Greater Attleboro Taunton Regional Transit Authority
GIS	Geographic Information System

HHS	United States Department of Health and Human Services
HMA	Highway Maintenance Account
HSFT	High-friction Surface Treatment
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
INFRA	Infrastructure for Rebuilding America Grants
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute
LED	Light Emitting Diode
LEP	Limited English Proficiency
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (Federal Transportation Funding Bill 2012)
MASSDOT	Massachusetts Department of Transportation
MBTA	Massachusetts Bay Transportation Authority
MFB	Motor Fuel Bond
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEMT	Non-Emergency Medical Transportation
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
OMB	United States Office of Management and Budget
PPM	Parts Per Million
PSHI	Pavement Structural Health Index
PTASP	Public Transportation Agency Safety Plan
PTSID	Project Tracking System ID
RHCP	Railway-Highway Crossings Program
RIGL	Rhode Island General Laws
RISPC	Rhode Island State Planning Council
RI*STARS	Strategically Targeted Affordable Roadway Solutions
RICAP	Rhode Island Capital Plan

RIde	RIPTA's ADA Comparable Paratransit
	Service required by Americans with
	Disabilities Act (ADA).
RIDOT	Rhode Island Department of Transportation
RFP	Request for Proposals
RIHMA	Rhode Island Highway Maintenance Account
RIPTA	Rhode Island Public Transit Authority
RISM	Rhode Island Statewide Travel Demand Model
RIDSP	Rhode Island Division of Statewide Planning
RTAP	Rural Transportation Assistance Program
S&D	Study and Development
SHSP	Rhode Island's Strategic Highway Safety Plan
SIP	State Implementation Plan
SPG	Select Population Groups
SPM	Safety Performance Measures
SPR	State Planning and Research
SPT	Safety Performance Targets
SRTA	Southeastern Regional Transit Authority
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STU	Structural Treatment Units

TAC	Transportation Advisory Committee
TAM	Transit Asset Management
TAMP	Transit Asset Management Plan
TAP	Transportation Alternatives Program
TCM	Transportation Control Measures
TEBA	Transportation Equity Benefit Analysis
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement Program
TIGER	Transportation Investments Generating
	Economic Recovery Grant
TMC	Transportation Management Center
TMP	Transit Master Plan
TSMO	Transportation System Management and
	Operations
ULB	Useful Life Benchmark
USDOT	U.S. Department of Transportation
UST	Underground Storage Tank
VRM	Vehicle Revenue Miles
WIM	Weigh-in-motion



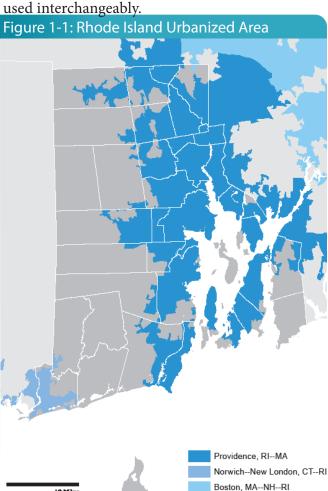
Section 1: STIP Background

Agencies driving decision-making in transportation investment are the Rhode Island Department of Transportation, Rhode Island Public Transit Authority, and the Rhode Island Division of Statewide Planning serving as the MPO. RIDOT, RIPTA, and the MPO carry out a continuing, cooperative, and comprehensive (3C) metropolitan transportation planning and programming process within the State of Rhode Island as defined and required by federal law (49 USC 5303 and 5304) and the U.S. Department of Transportation regulations 23 CFR 450; 23 USC 134 and 135.

The State Transportation Improvement Program (STIP) is a list of transportation projects the State of Rhode Island intends to implement using U.S. Department of Transportation funds. For a transportation project to utilize federal funds it must be included in the STIP.

The MPO must adopt a new STIP at a minimum of every four years. The STIP must present a four-year program, by year, and may present additional projects proposed for funding in future years. The Federal Fiscal Year (FFY) 2022-2031 STIP covers the required four fiscally constrained years (FFY 2022-2025) and anticipates projects from 2026 to 2031 to give municipalities and the general public a better idea of which projects are moving through development into implementation.

Federal regulations require that a Transportation Improvement Program (TIP) be prepared for the urbanized areas within the state. Rhode Island is covered by three urbanized areas: the Providence RI-MA urbanized area, the Norwich-New London CT-RI urbanized area, and the Boston MA-NH-RI urbanized area (Figure 1: Rhode Island Urbanized Area). The Rhode Island MPO covers the entire state, therefore a single, statewide TIP/STIP, which satisfies all requirements for metropolitan and statewide planning under federal law is adopted. In Rhode Island, the terms STIP and TIP are



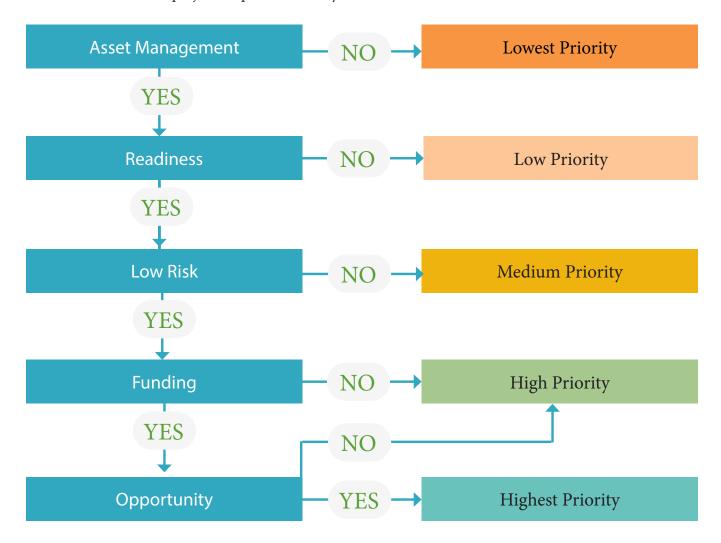
Putting the STIP Together

The development process for the STIP involves prioritizing projects based on asset management objectives, project readiness, project risk (environmental factors including sea-level rise, historic and cultural, archaeological, complex permitting, and coordination with utility companies and rail carriers), project costs/funding availability, and delivery opportunities. The framework for prioritizing the projects in the FFY 2022-2031 STIP are further detailed below.

- 1. Asset Management. Does the project meet the asset management objectives specified in RIDOT's TAMP? Projects that meet the TAMP objectives will:
 - a. Achieve and maintain a state of good repair for all of Rhode Island's transportation assets, beginning with NHS bridges and pavement
 - b. Improve public safety by making safety improvements on state bridges and roadways
- 2. Is the Project Ready? Is it the right time to do the project based on asset conditions and needs? Projects that are ready:
 - a. Have clear, well-defined permitting needs
 - b. Have an agreed-upon scope and limits
- 3. Risk Level. Is the project low-risk, or are there significant risks associated with the project, such as potential exposure to environmental impacts? Projects that are low-risk will not be subject to:
 - a. Sea-level rise and other environmental risks
 - b. Extensive coordination with utility companies, Amtrak or other rail carriers
 - c. Disturbing historic and/or cultural areas, assets, or districts
 - d. Complex levels of environmental permitting
 - e. Significant levels of archaeological investigation

- 4. Funding Available. Is sufficient funding available to support completion of the project? In order for a project to be funded, there must be:
 - a. The proper type of funding available to support the work required
 - b. Enough funding to see a project to completion without interruption
- 5. Opportunity. Do extenuating circumstances present an opportunity to complete the project? Opportunities may include:
 - a. Opportunities to utilize special funding from federal grants or other programs
 - b. Collaboration and/or consensus with other stakeholders on project scope and delivery

A project's inclusion in the STIP is a critical step, but it does not represent an allocation or obligation of funds. Projects supported with federal dollars are only guaranteed funding after the Rhode Island Department of Transportation (RIDOT) or the Rhode Island Public Transit Authority (RIPTA) or the U.S. Department of Transportation (USDOT) reviews the design, financing, and environmental impacts of a project. Project sponsors must work cooperatively with RIDOT, RIPTA, or the federal agencies to guarantee the federal funding identified in the STIP.



The STIP may be revised after it is adopted. Under the provisions of federal law and regulation, the approved STIP can be modified or amended in various ways in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase-of-work changes or major scope changes to a project. The criteria and procedures for changing the STIP are outlined in the Memorandum of Agreement - Procedures to Amend and Modify the State Transportation Improvement Program executed on June 4, 2020.

Themes and Priorities of the STIP

The Rhode Island MPO develops a Long-Range Transportation Plan (LRTP) and a State Transportation Improvement Program (STIP) to prioritize the expenditure of federal funds on transportation projects.

The Rhode Island Long Range Transportation Plan (LRTP)—Moving Forward RI 2040 establishes a 20-year horizon for investing in the State's transportation system. Moving Forward 2040 examines the State's most critical transportation needs and challenges, provides a framework for statewide goals and objectives, and identifies strategies to help Rhode Island facilitate the efficient movement of people and goods. Regionally significant projects must be drawn from the state's Long-Range Plan, and all projects in the STIP must be consistent with the LRTP and help implement the goals of the LRTP. The STIP represents the translation of recommendations from the LRTP into a shorter-term program of improvements.

The Rhode Island MPO produces a LRTP every four to five years. Moving Forward RI 2040, the current LRTP, was adopted by the State Planning Council on December 10, 2020. Figure 1-2 on the following page shows the MPO's goals and objectives as adopted in Moving Forward RI 2040. A complete list of regionally significant projects is detailed in Section 4—Regionally Significant Projects of this STIP.



Figure 1-2: MPO Goals and Objectives

Vision

This Plan envisions a multimodal transportation network that connects people, places, and goods in a safe and resilient manner by providing effective and affordable transportation choices that are supportive of healthy communities, provide access to jobs and services, and promote a sustainable and competitive Rhode Island economy.

Goals and Objectives

CONNECT PEOPLE & PLACES

- Expand connectivity across modes
- Reduce Travel Congestion
- > Improve regional connectivity

MAINTAIN TRANSPORTATION INFRASTRUCTURE

- Design roadways to increase transportation choices
- > Achieve a state of good repair
- > Enhance transportation network resilience
- > Enhance transportation safety

STRENGTHEN COMMUNITIES

- > Improve individual and community health
- Foster social equity
- > Encourage connected communities

PROMOTE ENVIRONMENTAL SUSTAINABILITY

- > Reduce vehicle miles traveled
- > Reduce transportation greenhouse gas emissions
- > Create a network of open space, trails, and paths

SUPPORT ECONOMIC GROWTH

- > Expand connections to jobs
- > Improve freight connectivity access to national/global freight markets
- Make transportation investments supportive of tourism

STIP Priority Areas

A number of themes emerge in the STIP that highlight the areas where transportation investments are being made. These themes are main drivers of the projects that appear in the STIP and overall help to achieve the State's long-term goals.

Asset Management (State of Good Repair)

Maintain and modernize the transportation network to achieve a state of good repair across the roadway, transit, freight, and active transportation networks. Plan and program projects to replace assets as they near the end of their useful lives and design system upgrades to integrate modernization, new technology and resiliency.

Congestion Management and Traffic Alleviation

Employ technology, Transportation System Management and Operations (TSMO), and other approaches to effectively and actively manage transportation network capacity, improve system reliability, and enhance economic competitiveness. Address bottlenecks on both the roadway and rail networks, alleviate traffic congestion and provide real time user information. Increase the competitiveness of travel time on alternative modes as part of a comprehensive multi-modal network.

Improving Connectivity

Enhance regional connectivity by providing fast, convenient and seamless multimodal transfers within both the passenger and freight networks. Link key destinations by reducing geographical, physical and systematic barriers, filling in network gaps, improving the user experience,

supporting fare integration and addressing other systematic challenges.

Expanding Transportation Options

Increase the capacity and scope of the region's multi-modal network to better meet regional travel demand and enhance regional mobility for all residents, workers and visitors in Rhode Island. Design new services to effectively build upon and integrate with the broader transportation network, introduce new technologies and follow best practices. Provide a strong foundation for economic vitality and prioritize investments to ensure an equitable distribution of benefits.

Multimodal Transportation Safety

Enhance transportation safety across all modes with investments and initiatives that help protect the public by reducing the occurrence and severity of incidents. Track incidents across the passenger and freight network to prioritize and address critical locations.

Future Potential Projects—Study & Development

Conduct comprehensive, coordinated, and continuous planning to ensure the development and operation of a modern, safe and integrated transportation network. Advance project readiness and coalesce community support through deliberate study, evaluation, and implementation to ensure projects are appropriately scoped and designed to be consistent with federal, state and local goals. Allocate funding to meet these goals and use best management practices to ensure accurate and reasonable construction budgets and schedules.

STIP Resources

In 2012, Congress approved a two-year transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), which shifted the federal planning and project model toward performance management and measurement. In December 2015, Congress passed a five-year authorization: Fixing America's Surface Transportation, or the FAST Act. The FAST Act continues the MAP-21 focus on performance and asset management, while providing for a modest increase in federal program funds.

From FFY 2022 to 2025 it is anticipated that FHWA will provide just over \$1.08 billion in funding to Rhode Island. Overall, Rhode Island anticipates that the FAST Act will provide an average of \$271 million annually.

Funding levels and increases based on average growth in federal funding have been assumed and could change if a new federal transportation authorization is passed. Federal funds received by the state must be matched in varying amounts by state funds, generally at a ratio of 80 percent federal to 20 percent state.

Federal Highway Administration Program

The Federal-Aid Highway Program dollars discussed in this section come through several Federal Highway Administration (FHWA) funding programs, each of which has unique requirements.

Table 1-1 shows these programs, which come from the Fixing America's Surface Transportation (FAST) Act and fund projects in the FFYs 2022–2025 STIP.

Federal Transit Administration Programs

The Federal Transit Administration (FTA) provides funds through a variety of programs that support capital investments and eligible transit services. The FAST Act will provide an average of \$58 million annually in FTA funding to Rhode Island between FFY 2022 to 2031.

Funds are distributed by Urbanized Area, Non-Urbanized Area, or to the state as a whole. When multiple agencies operate in the same Urbanized Area, funds must be split through an agreement among the eligible transit agencies. In the Providence, RI–MA Urbanized Area, funds are divided between RIPTA, RIDOT, Greater Attleboro Taunton Regional Transit Authority (GATRA), Massachusetts Department of Transportation and the Southeastern Regional Transit Authority (SRTA) in Massachusetts. In the Norwich, New London, CT-RI Urbanized Area, funds are divided between RIPTA and the Connecticut Department of Transportation. Factors influencing the amount of money available include census population data as well as operating data, such as efficiency of transit operations, mileage, and passengers served. Rhode Island is eligible for a "density bonus" to its programs through the Section 5340 program, which augments several formula programs. The additional funding is included with the formula funding and not as a separate category of funding.



Table 1-1: Federal Highway Administration Programs Applicable to the FFY 2022-2031 STIP

Federal Source	Background and Eligible Uses
National Highway Performance Program (NHPP)	NHPP is a broad category of funding which allows expenditures on a wide range of programs and projects. The State Planning and Research (SPR) programs receives a 2% set-aside from this category, which is detailed under Planning funding. Expenditures must support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS.
National Highway Freight Program (NHFP)	NHFP funds must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and be identified in the State's freight plan. In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects.
Surface Transportation Block Grant (STBG)	The STBG program has the most flexible eligibilities among all federal aid highway programs. Eligible activities include most items eligible under NHPP.
Highway Safety Improvement Program (HSIP)	Projects funded under the HSIP strive to achieve a reduction in traffic fatalities and serious injuries on public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
Congestion Mitigation Air Quality (CMAQ)	CMAQ provides a flexible funding source to state, local governments, and transit agencies for transportation projects and programs that help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). On March 1, 2019, the Environmental Protection Agency's Region I supported USDOT's positive conformity determination for the Providence (all of Rhode Island) RI non-attainment area under the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS).
Railway-Highway Crossings Program (RHCP)	RHCP provides funds for the elimination of hazards at railway-highway crossings. The Program funds are eligible for projects at all public crossings including roadways, bike trails and pedestrian paths.
Planning (MPO)	Supports the metropolitan planning process including the development of the LRTP, STIP, and other types of planning activities including improving transportation system resiliency and reliability, environmental mitigation activities including reducing (or mitigating) the stormwater impacts of surface transportation, strategies to reduce the vulnerability of existing transportation infrastructure to natural disaster, and enhancing travel and tourism. Facilities that contribute to an intermodal transportation system, including intercity bus and commuter van pools, pedestrian, and bicycle facilities. Also the Congestion Management Process and travel demand reduction strategies for congestion management.
State Planning & Research	Funding for statewide and non metropolitan planning as part of a 2 percent set-aside for planning and research activities from each State's apportionments of five core programs: NHPP, STBG, HSIP, CMAQ, and NHFP. It also includes projects, strategies, and services that will improve transportation system resiliency and reliability; reduce (or mitigate) the stormwater impacts of surface transportation; and enhance travel and tourism.
August Redistribution/Project Close Outs	Includes non-formula funding received by RIDOT including old earmark funds, August Redistribution funds, and federal funds secured from closing out old projects.
Grant Anticipation Revenue Vehicle (GARVEE)	GARVEE bonds are used to finance a surge of capital projects. GARVEE bonds are being repaid with federal formula funds.

Federal Source	Background and Eligible Uses
Transportation Alternatives Program (TAP)	TAP provides for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
Better Utilizing Investments to Leverage Development (BUILD)	The U.S. DOT's BUILD grant award fund investments in transportation infrastructure, including transit. BUILD grants were awarded on a competitive basis for projects that will have a significant local or regional impact. Funding provided supports capital projects which repair bridges or improve infrastructure to a state of good repair; projects that implement safety improvements to reduce fatalities and serious injuries, including improving grade crossings or providing shorter or more direct access to critical health services; projects that connect communities and people to jobs, services, and education; and, projects that anchor economic revitalization and job growth in communities. It should also be noted that BUILD Grants have been replaced by U.S. DOT's Rebuilding American Infrastructure with Stainability and Equity (RAISE) grant awards however Rhode Island's previous awarded BUILD grants will still be identified as such in the STIP.
2020 & 2021 Bridge	Set aside funding from FHWA for the specific construction of highways, bridges, tunnels and the elimination of hazards and the installation of protective devices at railway-highway crossings.
Infrastructure for Rebuilding America (INFRA) Grants	INFRA competitive grants provide financial assistance, or credit assistance—to nationally and regionally significant freight and highway projects that align with US DOT goals to improve the safety, efficiency, and reliability of the movement of freight and people; generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.; reduce highway congestion and bottlenecks; improve connectivity between modes of freight transportation enhance the resiliency of critical highway infrastructure and help protect the environment; improve roadways vital to national energy security; and; address the impact of population growth on the movement of people and freight.
Coronavirus Response and Relief Supplemental Appropriations Act – (COVID Relief)	Apportionment of federal funds to state transportation agencies for costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses. Also to fund transportation infrastructure projects on the Federal-aid highway system.
Section 402	Section 402, supports state highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A State must have an approved Highway Safety Plan and provide assurances that it will implement activities in support of national goals that also reflect the primary data-related factors within the State. The program is administered by the National Highway Traffic Safety Administration (NHTSA) at the Federal level and by the Rhode Island Office of Highway Safety.
Section 405	NHTSA grant award for occupant protection, State traffic safety information systems, impaired driving countermeasures, distracted driving, motorcyclist safety, State graduated driver licensing laws, and non-motorized safety.
Section 1906	NHTSA grant award to encourage states to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for all motor vehicle stops made on all public roads except local or minor rural roads.
Section 164	NHTSA grant award to encourage states to enact a repeat offender law that provides specific minimum penalties to individuals convicted of a second or subsequent impaired driving offence.

The FTA distributes funding to transit agencies through several different programs. Table 1-2 shows FTA programs that come from the FAST Act and support transit investments in the FFYs 2022–2031 STIP. As noted, federal funds received by the state must be matched in varying amounts by state funds, generally at a ratio of 80% federal to 20% state.

Table 1-2: Federal Transit Administration Programs Applicable to the FFY 2022-2031 STIP

Federal Source	Background and Eligible Uses
Urbanized Area Formula Grants (Section 5307)	Transit capital and operating assistance formula funds in urbanized areas.
Fixed Guideway/Bus (Section 5337)	Replacement, rehabilitation, and other state of good repair capital projects.
Bus and Bus Facilities (Section 5339)	Capital projects to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities. Paratransit Vehicle replacement project funded by Section 5310 funds is prioritized in Rhode Island's Coordinated Public Transit- Human Services Transportation Plan.
Fixed Guideway Capital Investment Grants (Section 5309)	Grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.
Formula Grants for Rural Areas (5311)	Grants for Rural Areas for capital, planning, and operating assistance to support public transportation in rural areas with populations of less than 50,000. Rural service funded by the Section 5311 program specifically requires consultation with intercity bus carriers.
RIPTA COVID Relief	Federal emergency relief appropriations allocated under the Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan of 2021 to support the transit industry during the COVID-19 public health emergency.
Carry Forward	Prior year funds (typically formula funds) reserved for future expenditures.
Rural Transit Assistance Program (RTAP)	Provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas.
Discretionary	Competitive grant awards.

As noted, federal funds received by the state must be matched in varying amounts by state funds, generally at a ratio of 80 percent federal to 20 percent state.

Table 1-3 describes the state sources of transportation funding used to leverage federal programs.

Table 1-3: State Funding Sources Applicable to the FFY 2022-2031 STIP

State Source	Background and Eligible Uses
Gas Tax	Rhode Island's gas tax was \$0.34 per gallon in FY 2019 (and remains frozen until at least 2021), with an additional penny assessed to fund the Underground Storage Tank (UST) fund, for a total of \$0.35 cents. The distribution of the gas tax is set by statute and cannot be diverted to the General Fund, or for other purposes. Projections of gas tax revenue are revised semi-annually at the Revenue Estimating Conference. Gas tax funds are used to support RIDOT's operations and RIPTA's bus operations and as match to federal funds.
Rhode Island Capital Plan (RICAP) Funds	The RICAP fund is an account that receives any revenues more than the 95% of state revenue upon which the Governor is required to build the annual budget. RICAP funds are restricted to capital projects only and are constitutionally prohibited from use for debt service payments. Both RIDOT and RIPTA use RICAP funds to support capital projects.
RI Highway Maintenance Account (RIHMA)	Initially created in 2011 as an account to hold the funds from dedicated registration and license fee increases, along with RICAP funds, the funds are intended to replace the annual \$40 million in state match borrowing, the RIHMA has been amended by statute several times and now is the repository for all transportation-related funds formerly allocated to the General Fund and now directed to "programs that are designed to eliminate structural deficiencies of the state's bridge, road, and maintenance systems and infrastructure" (RIGL § 39-18.1-5(b). RIHMA also funds bus transit operations.
Prior Year State Funding	Prior year RIHMA or Gas Tax funding that was previously unspent.
Truck Toll Revenue	A central component of RhodeWorks, all-electronic, truck-only tolling. Tolls will be collected along 6 major highway corridors at 12 locations. The tolls collected at each location in Rhode Island will go to repair the bridge or bridge group associated with that toll location.
2021 General Obligation Transportation Bond	Due to the loss of gas tax revenues resulting from COVID-19 and the reduction of Capital Plan dollars for transportation, these GO Bond funds will provide \$71.7 million is state match funds to support \$286.8 million in federal funding.
2014 Transit Bond	2014 Mass Transit Hub Infrastructure Bonds that approved up to \$35 million to fund enhancements and renovations to mass transit hub infrastructure throughout Rhode Island. The purpose is to improve access to multiple intermodal sites, key transportation, healthcare, and other locations.
2022 Revenue Bond	Future Anticipated 2022 Transportation Revenue Bond
Motor Fuel Bond (MFB) Debt Service	Special and limited obligations of the Rhode Island Turnpike and Bridge Authority payable from pledged motor fuel taxes, which consist of three- and one-half cents of the state's motor fuels tax, subject to annual RI State Legislative appropriation.
Land Sales	Revenue from land sales of property owned by RIDOT.
Local	Municipal contributions towards projects.
Third Party	Matching funds for projects from third party sources including the Quonset Development Corporation.
OutYear	Federal, state, and other sources of funding reasonably anticipated for FFY's 2026-2031 of the STIP.

Additional state and local sources of money applicable to this STIP include state and local sources used to fund RIPTA operations. Table 1-4 describes the additional state sources of transportation funding.

Table 1-4: Additional State Funding Sources Applicable to the FFY 2022-2031 STIP

State or Local Source	Background and Eligible Uses
Passenger Revenue	Funds received from passengers.
Capital Revolving Loan Fund	Capital revolving account for capital match.
Paratransit Revolving Loan Fund	Capital investment account funded via trip fees.
Local funds	Matching funding from another source such as a municipality, quasi-agency, university, etc.
Other	Miscellaneous revenues including advertising revenue from ads placed on buses/shelters, paratransit, rent, vehicle repairs and pass through funding.

Fiscal Constraint

Federal regulations require that the STIP be fiscally constrained, which means that the STIP may only utilize funding that is reasonably expected to be available within the time period contemplated for completion.

RIDOT

RIDOT receives funding from federal, state, and other sources. A majority of RIDOT funding is federal, primarily federal formula funding distributed in accordance with the current FAST Act. Federal revenue estimates for both FHWA and FTA formula funds are projected based on the following principles and rules:

- Initial formula funding types and levels are estimated based on FAST Act allocations.
- Adjustments may be made to reflect restrictions imposed by existing agreements, split letters (as with RIPTA or RIDSP), or other program needs.
- Future year funding levels are then projected using an average of recent year growth rates.

- A multiplier is applied equally to all FHWA formula funding types such that the total formula funding available equals an estimate of the obligation limits for the year, approximately 90 percent of the total contract authority available by year.
- Funding is the shifted between types, in accordance with federal regulations, to meet estimated program needs year by year.

Other sources of federal funding for RIDOT include Grant Anticipation Revenue Vehicle (GARVEE) bonds, discretionary grants, August Redistribution, and Closeouts.

- GARVEE bonds are programmed in eligible projects only during the estimated year of their expenditure. The cost of servicing GARVEE debts, supported by FHWA formula funding, is also programmed as a use.
- Discretionary grants are programmed in eligible projects only during the estimate year of their obligation and expenditure. Discretionary grant funding is not

programmed in the STIP unless awarded by USDOT.

- August Redistribution funding is programmed based on recent year awards.
- Closeouts funding is the federal portion of funding secured when a contract containing previously obligated but unspent funding is closed out. Closeouts funding levels are set and programmed based on recent year actuals and estimates of funding availability.

State revenues also support RIDOT operations and provide the required non-federal match for capital projects. Major state sources include Gas Tax, Rhode Island Highway Maintenance Account (RIHMA) funds, which are derived from DMV fees, and Rhode Island Capital Plan (RICAP) funds. All state revenue estimates are derived from the most recently available state budget figures.

Other funding sources include truck toll revenues, land sales revenue, and local match, and third-party contributions. Revenue from truck tolls and land sales are projected and programmed based on data collected and maintained by RIDOT. All other revenues are programmed on a case-by-case basis.

Table 1-5: RIDOT Funding Sources: *Updated November 20, 2023*

Fiscal Constraint Report

STIP: 2022-2031 (Revision 10 with Pending Changes)

		Fu	unding Source	U U .	Funding Programmed					
Funding Category	2022	2023	2024	2025	Total	2022 2023 2024 2025 To				
RIDOT	\$860.1080	\$931.4980	\$941.5734	\$945.1470	\$3,678.3264	\$848.7465	\$930.0200	\$910.5390	\$915.8835	\$3,605.1890
Highway	\$843.6080	\$916.1880	\$932.4234		\$3,630.6864	\$832.2965	\$914.7100	\$901.3890		\$3,557.5990
Federal	\$528.9640	\$549.4620	\$545.6190	\$563.4550	\$2,187.5000	\$521.4980	\$548.2780	\$535.3641	\$553.9965	\$2,159.1366
2018 BUILD - 2018 BUILD	\$10.0000	\$10.0000	\$0.0000	\$0.0000	\$20.0000	\$10.0000	\$10.0000	\$0.0000	\$0.0000	\$20.0000
2019 BUILD - 2019 BUILD	\$10.0000	\$10.0000	\$5.0000	\$0.0000	\$25.0000	\$10.0000	\$10.0000	\$5.0000	\$0.0000	\$25.0000
2019 INFRA - 2019 INFRA	\$15.0000	\$15.0000	\$15.3550	\$0.0000	\$45.3550	\$15.0000	\$15.0000	\$15.3550	\$0.0000	\$45.3550
2020 Bridge - 2020 Bridge	\$50.0000	\$0.0000	\$0.0000	\$0.0000	\$50.0000	\$49.9900	\$0.0000	\$0.0000	\$0.0000	\$49.9900
2020 BUILD - 2020 BUILD	\$4.0000	\$12.5000	\$8.8000	\$0.0000	\$25.3000	\$4.0000	\$12.5000	\$8.8000	\$0.0000	\$25.3000
2020 GARVEE - 2020 GARVEE	\$25.0000	\$33.0000	\$43.2460	\$68.7600	\$170.0060	\$25.0000	\$33.0000	\$43.2450	\$68.7550	\$170.0000
2020 INFRA - 2020 INFRA	\$25.0000	\$25.0000	\$15.0000	\$0.0000	\$65.0000	\$25.0000	\$25.0000	\$15.0000	\$0.0000	\$65.0000
2021 Bridge - 2021 Bridge	\$26.4500	\$23.6000	\$13.5000	\$0.0000	\$63.5500	\$26.4500	\$23.6000	\$13.5000	\$0.0000	\$63.5500
2021 COVID - 2021 COVID	\$19.6000	\$0.0000	\$0.0000	\$0.0000	\$19.6000	\$19.6000	\$0.0000	\$0.0000	\$0.0000	\$19.6000
2022 Bridge - 2022 Bridge THUD Appropriation	\$0.0000	\$2.4000	\$20.3800	\$17.2200	\$40.0000	\$0.0000	\$2.4000	\$20.3800	\$16.8450	\$39.6250
2023 Bridge - 2023 Bridge THUD Appropriation	\$0.0000	\$12.5340	\$4.9200	\$30.2600	\$47.7140	\$0.0000	\$12.5340	\$4.9200	\$30.2600	\$47.7140
2023 RAISE - 2023 RAISE Grant	\$0.0000	\$0.0000	\$0.0000	\$25.0000	\$25.0000	\$0.0000	\$0.0000	\$0.0000	\$25.0000	\$25.0000
AugRed - August Redistribution	\$50.0900	\$23.2500	\$22.5500	\$25.5000	\$121.3900	\$50.0900	\$22.7200	\$22.5470	\$25.4610	\$120.8180
2022 Byways - 2022 Scenic Byways Grant	\$0.0000	\$0.0000	\$0.2500	\$0.5000	\$0.7500	\$0.0000	\$0.0000	\$0.2500	\$0.5000	\$0.7500
Bridge Formula - Bridge Formula Program	\$0.0000	\$57.6000	\$77.6000	\$68.7600	\$203.9600	\$0.0000	\$57.5400	\$74.7800	\$65.8250	\$198.1450
Climate - 2023 FHWA Climate Challenge Grant	\$0.0000	\$0.3120	\$0.0000	\$0.0000	\$0.3120	\$0.0000	\$0.3120	\$0.0000	\$0.0000	\$0.3120
Closeouts - Closeouts	\$17.8380	\$16.8200	\$15.8900	\$18.0100	\$68.5580	\$17.8380	\$16.4980	\$15.7700	\$15.4900	\$65.5960
HSIP - Highway Safety Improvement Program (HSIP)	\$20.9800	\$17.3030	\$15.2200	\$16.7270	\$70.2300	\$20.9800	\$17.3030	\$12.1475	\$15.9770	\$66.4075
MPO - Metroplitan Planning Organization (MPO)	\$2.2000	\$2.2500	\$2.2900	\$2.3400	\$9.0800	\$2.2000	\$2.2500	\$2.2900	\$2.3400	\$9.0800
NHFP - National Highway Freight Program (NHFP)	\$6.5700	\$6.6000	\$8.3000	\$8.0000	\$29.4700	\$1.1000	\$6.5000	\$7.5600	\$8.0000	\$23.1600
NHPP - National Highway Performance Program (NHPP)	\$132.2500	\$143.0800	\$142.2800	\$146.9000	· · ·	\$131.7480	\$143.0800	\$139.6376	\$144.4620	\$558.9276
Other Federal - Other Federal	\$1.1000	\$2.2760	\$0.0000	\$0.6880	\$4.0640	\$1.1000	\$2.2760	\$0.0000	\$0.6880	\$4.0640
RHCP - Railway-Highway Crossing Program (RHCP)	\$1.1000	\$3.1000	\$1.1000	\$1.1000	\$6.4000	\$1.1000	\$3.1000	\$1.1000	\$1.1000	\$6.4000
RIDOT CMAQ - RIDOT Congestion Mitigation and Air										
Quality (CMAQ)	\$9.4800	\$11.4200	\$16.8220	\$11.2400	\$48.9620	\$9.4800	\$11.4200	\$16.7720	\$11.2000	\$48.8720
Sec164 - Section 164	\$3.0000	\$3.0000	\$3.0000	\$3.0000	\$12.0000	\$3.0000	\$3.0000	\$3.0000	\$3.0000	\$12.0000
Sec1906 - Section 1906	\$0.3800	\$0.3800	\$0.3800	\$0.3800	\$1.5200	\$0.3800	\$0.3800	\$0.3800	\$0.3800	\$1.5200
Sec402 - Section 402	\$2.2000	\$2.2000	\$2.2000	\$2.2000	\$8.8000	\$2.2000	\$2.2000	\$2.2000	\$2.2000	\$8.8000
Sec405 - Section 405	\$3.5000	\$3.5000	\$3.5000	\$3.5000	\$14.0000	\$3.5000	\$3.5000	\$3.5000	\$3.5000	\$14.0000
SPR - State Planning and Research	\$5.4260	\$5.7340	\$5.7960	\$5.8100	\$22.7660	\$5.4260	\$5.7340	\$5.7960	\$5.8100	\$22.7660
STBG - Surface Transportation Block Grant	\$67.2500	\$76.0730	\$72.9400	\$72.5000	\$288.7630	\$66.9360	\$76.0730	\$72.9400	\$72.2195	\$288.1685
TAP - Transportation Alternatives Program	\$3.1800	\$4.1100	\$3.2900	\$3.6200	\$14.2000	\$2.3800	\$4.1080	\$3.2840	\$3.5440	\$13.3160
Carbon - Carbon Reduction Program	\$4.1000	\$8.3800	\$6.4000	\$6.5700	\$25.4500	\$4.1000	\$8.3800	\$6.4000	\$6.5700	\$25.4500
PROTECT - PROTECT Formula	\$6.2000	\$6.2500	\$6.7000	\$7.4000	\$26.5500	\$5.8300	\$6.0800	\$5.9000	\$7.4000	\$25.2100
EV - EV Charging Infrastructure	\$4.5700	\$4.5700	\$4.5700	\$4.5700	\$18.2800	\$4.5700	\$4.5700	\$4.5700	\$4.5700	\$18.2800

Fiscal Constraint Report

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	Funding Sources Funding P								ned	
Funding Category	2022	2023	2024	2025	Total	2022	2023	2024	2025	Total
2022 Earmark - 2022 Earmark	\$2.5000	\$7.2200	\$3.1400	\$6.7000	\$19.5600	\$2.5000	\$7.2200	\$3.1400	\$6.7000	\$19.5600
2023 Earmark - 2023 Earmark		\$0.0000	\$5.2000	\$6.2000	\$11.4000	\$0.0000	\$0.0000	\$5.2000	\$6.2000	\$11.4000
State	\$287.6900	\$361.3960	\$351.5044	·	\$1,337.2924	\$283.8445	\$361.1020	\$350.5069	<u> </u>	\$1,332.1304
2021 GO Bond - 2021 GO Bond	\$24.3500	\$32.2500	\$13.3500	\$1.7000	\$71.6500	\$24.3500	\$32.2500	\$13.3500	\$1.7000	\$71.6500
2022 Rev Bond - 2022 Rev Bond	\$0.0000	\$0.0000	\$16.0500	\$18.7500	\$34.8000	\$0.0000	\$0.0000	\$16.0500	\$18.7500	\$34.8000
MFB DebtService - Motor Fuel Bond Debt Service	\$5.3600	\$5.3600	\$5.2400	\$4.8800	\$20.8400	\$5.3600	\$5.3600	\$5.2400	\$4.8800	\$20.8400
PY State - Prior-Year State	\$17.0500	\$23.9050	\$24.1000	\$21.5000	\$86.5550	\$17.0500	\$23.9050	\$24.0820	\$21.4850	\$86.5220
RICAP Match - Rhode Island Capital Plan (RICAP) Match	\$75.2400	\$111.4110	\$104.5944	\$99.2120	\$390.4574	\$71.4215	\$111.1310	\$103.6359	\$99.2120	\$385.4004
RICAP Non Match - Rhode Island Capital Plan (RICAP)										
Non-Match	\$5.0000	\$5.0000	\$5.0000	\$5.0000	\$20.0000	\$5.0000	\$5.0000	\$5.0000	\$5.0000	-
RIDOT Gas Tax - RIDOT Gas Tax	\$79.4400	\$82.1500	\$82.9700	\$83.8100	\$328.3700	\$79.4300	\$82.1500	\$82.9700	\$83.8000	\$328.3500
RIDOT RIHMA - RIDOT Rhode Island Hwy Maintenance										
Account (RIHMA)	\$81.2500	\$101.3200	\$100.2000	\$101.8500	\$384.6200	\$81.2330	\$101.3060	\$100.1790	\$101.8500	\$384.5680
Other	\$26.9540	\$5.3300	\$35.3000	\$38.3100	\$105.8940	\$26.9540	\$5.3300	\$15.5180	\$18.5300	\$66.3320
Land Sales - Land Sales	\$5.9000	\$5.0000	\$4.6000	\$5.0000	\$20.5000	\$5.9000	\$5.0000	\$4.6000	\$5.0000	\$20.5000
Local - Local	\$3.7140	\$0.3300	\$20.7000	\$21.3100	\$46.0540	\$3.7140	\$0.3300	\$0.9180	\$1.5300	\$6.4920
Third Party - Third Party	\$0.1000	\$0.0000	\$0.0000	\$2.0000	\$2.1000	\$0.1000	\$0.0000	\$0.0000	\$2.0000	\$2.1000
ARPA-SFRF - Municipal Road Fund	\$0.0000	\$0.0000	\$10.0000	\$10.0000	\$20.0000	\$0.0000	\$0.0000	\$10.0000	\$10.0000	\$20.0000
Truck Tolls - Truck Tolls	\$17.2400	\$0.0000	\$0.0000	\$0.0000	\$17.2400	\$17.2400	\$0.0000	\$0.0000	\$0.0000	\$17.2400
Transit	\$16.5000	\$15.3100	\$9.1500	\$6.6800	\$47.6400	\$16.4500	\$15.3100	\$9.1500	\$6.6800	\$47.5900
Federal	\$6.5000	\$7.3100	\$6.6000	\$6.6800	\$27.0900	\$6.4500	\$7.3100	\$6.6000	\$6.6800	\$27.0400
FerryBoatCap - Ferry Boat Capital	\$1.6000	\$0.4000	\$0.4000	\$0.4000	\$2.8000	\$1.6000	\$0.4000	\$0.4000	\$0.4000	\$2.8000
RIDOT 5307 - RIDOT FTA 5307	\$0.2000	\$0.2000	\$0.2000	\$0.2000	\$0.8000	\$0.2000	\$0.2000	\$0.2000	\$0.2000	\$0.8000
RIDOT 5337 - RIDOT FTA 5337	\$4.7000	\$6.7100	\$6.0000	\$6.0800	\$23.4900	\$4.6500	\$6.7100	\$6.0000	\$6.0800	\$23.4400
State	\$10.0000	\$8.0000	\$2.5500	\$0.0000	\$20.5500	\$10.0000	\$8.0000	\$2.5500	\$0.0000	\$20.5500
2014 T Bond - 2014 Transit Bond	\$10.0000	\$8.0000	\$2.5500	\$0.0000	\$20.5500	\$10.0000	\$8.0000	\$2.5500	\$0.0000	\$20.5500
RIPTA	\$143.2238	\$238.6057	\$162.3972	\$165.8530	\$710.0797	\$139.5856	\$231.4007	\$157.4180	\$160.8011	\$689.2054
Transit	\$143.2238	\$238.6057	\$162.3972	\$165.8530	\$710.0797	\$139.5856	\$231.4007	\$157.4180	\$160.8011	\$689.2054
Federal	\$62.3298	\$125.2490	\$62.7333	\$65.4122	\$315.7243	\$62.3297	\$122.9190	\$62.7333	\$65.4122	\$313.3942
PY 5307 - Prior-Year FTA 5307	\$12.4200	\$24.5504	\$0.0000	\$0.0000	\$36.9704	\$12.4200	\$22.3004	\$0.0000	\$0.0000	\$34.7204
PY 5310 - Prior-Year FTA 5310	\$0.4800	\$0.9582	\$0.0000	\$0.0000	\$1.4382	\$0.4800	\$0.9582	\$0.0000	\$0.0000	\$1.4382
PY 5311 - Prior-Year FTA 5311	\$1.3380	\$0.0548	\$0.0000	\$0.0000	\$1.3928	\$1.3380	\$0.0548	\$0.0000	\$0.0000	\$1.3928
PY 5339 - Prior-Year FTA 5339	\$4.9464	\$10.1400	\$0.0000	\$0.0000	\$15.0864	\$4.9464	\$10.1400	\$0.0000	\$0.0000	\$15.0864
PY RTAP - Prior-Year RTAP	\$0.0700	\$0.0000	\$0.0000	\$0.0000	\$0.0700	\$0.0700	\$0.0000	\$0.0000	\$0.0000	\$0.0700
RIPTA 5303 - RIPTA FTA 5303	\$0.0000	\$0.0800	\$0.0000	\$0.0000	\$0.0800	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000
RIPTA 5307 - RIPTA FTA 5307	\$15.9748	\$32.5205	\$34.2455	\$36.0071	\$118.7479	\$15.9747	\$32.5205	\$34.2455	\$36.0071	\$118.7478
RIPTA 5310 - RIPTA FTA 5310	\$0.6433	\$1.6017	\$1.6427	\$1.6760	\$5.5637	\$0.6433	\$1.6017	\$1.6427	\$1.6760	\$5.5637
RIPTA 5311 - RIPTA FTA 5311	\$0.7320	\$0.8053	\$0.8258	\$0.8425	\$3.2056	\$0.7320	\$0.8053	\$0.8258	\$0.8425	\$3.2056
RIPTA 5339 - RIPTA FTA 5339	\$5.0400	\$8.4630	\$5.6100	\$5.7146	\$24.8276	\$5.0400	\$8.4630	\$5.6100	\$5.7146	\$24.8276
RIPTA CMAQ - RIPTA CMAQ	\$3.7000	\$3.7000	\$3.7000	\$3.7000	\$14.8000	\$3.7000	\$3.7000	\$3.7000	\$3.7000	\$14.8000
RIPTA COVID - RIPTA COVID Relief	\$15.9274	\$14.8300	\$16.6290	\$17.3900	\$64.7764	\$15.9274	\$14.8300	\$16.6290	\$17.3900	\$64.7764

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	Funding Sources					Funding Programmed				
Funding Category	2022	2023	2024	2025	Total	2022	2023	2024	2025	Total
RTAP - RTAP	\$0.1579	\$0.0783	\$0.0803	\$0.0820	\$0.3985	\$0.1579	\$0.0783	\$0.0803	\$0.0820	\$0.3985
2022 SafeStreet - 2022 SAFE STREETS	\$0.0000	\$5.0000	\$0.0000	\$0.0000	\$5.0000	\$0.0000	\$5.0000	\$0.0000	\$0.0000	\$5.0000
2021 RAISE - 2021 RIPTA RAISE	\$0.9000	\$0.0000	\$0.0000	\$0.0000	\$0.9000	\$0.9000	\$0.0000	\$0.0000	\$0.0000	\$0.9000
2022 RAISE - 2022 RIPTA RAISE	\$0.0000	\$22.3708	\$0.0000	\$0.0000	\$22.3708	\$0.0000	\$22.3708	\$0.0000	\$0.0000	\$22.3708
2021 ICAM - 2021 ICAM AWARD	\$0.0000	\$0.0960	\$0.0000	\$0.0000	\$0.0960	\$0.0000	\$0.0960	\$0.0000	\$0.0000	\$0.0960
State	\$53.0969	\$81.1929	\$66.8051	\$67.0920	\$268.1869	\$49.4588	\$76.3179	\$61.8259	\$62.0401	\$249.6427
RIPTA GT Match - RIPTA Gas Tax Match	\$6.6671	\$22.0374	\$10.0976	\$9.9976	\$48.7997	\$6.6671	\$22.0374	\$10.0976	\$9.9976	\$48.7997
RIPTA GT Ops - RIPTA Gas Tax Ops	\$31.8610	\$37.4000	\$37.5800	\$38.3800	\$145.2210	\$31.8610	\$37.4000	\$37.5800	\$38.3800	\$145.2210
RIPTARICAPMatch - RIPTA RICAP Match	\$1.4775	\$1.9305	\$0.9283	\$0.4025	\$4.7388	\$1.4775	\$1.9305	\$0.9283	\$0.4025	\$4.7388
RIPTA HMA Match - RIPTA RIHMA Match	\$0.0000	\$5.4300	\$3.6400	\$3.6400	\$12.7100	\$0.0000	\$5.4300	\$3.6400	\$3.6400	\$12.7100
RIPTA RIHMA Ops - RIPTA RIHMA Ops	\$13.0913	\$14.3950	\$14.5592	\$14.6719	\$56.7174	\$9.4532	\$9.5200	\$9.5800	\$9.6200	\$38.1732
Other	\$27.7971	\$32.1638	\$32.8588	\$33.3488	\$126.1685	\$27.7971	\$32.1638	\$32.8588	\$33.3488	\$126.1685
Capital RLF - Capital Revolving Loan Fund	\$0.2400	\$0.5688	\$3.0688	\$3.0688	\$6.9464	\$0.2400	\$0.5688	\$3.0688	\$3.0688	\$6.9464
Paratransit RLF - Paratransit Revolving Loan Fund	\$0.0000	\$0.7600	\$0.3800	\$0.3800	\$1.5200	\$0.0000	\$0.7600	\$0.3800	\$0.3800	\$1.5200
Passenger Rev - Passenger Revenue	\$24.6256	\$23.8450	\$24.4200	\$25.0100	\$97.9006	\$24.6256	\$23.8450	\$24.4200	\$25.0100	\$97.9006
RIPTA Other - RIPTA Other	\$2.9315	\$6.9900	\$4.9900	\$4.8900	\$19.8015	\$2.9315	\$6.9900	\$4.9900	\$4.8900	\$19.8015
RITBA	\$0.0000	\$0.2240	\$23.0230	\$58.8630	\$82.1100	\$0.0000	\$0.2240	\$23.0230	\$58.8630	\$82.1100
Highway	\$0.0000	\$0.2240	\$23.0230	\$58.8630	\$82.1100	\$0.0000	\$0.2240	\$23.0230	\$58.8630	\$82.1100
Federal	\$0.0000	\$0.0000	\$7.1560	\$22.6880	\$29.8440	\$0.0000	\$0.0000	\$7.1560	\$22.6880	\$29.8440
2022 INFRA - 2022 RITBA INFRA Grant	\$0.0000	\$0.0000	\$5.3870	\$18.2130	\$23.6000	\$0.0000	\$0.0000	\$5.3870	\$18.2130	\$23.6000
23 RITBA CDS - 2023 Earmark Mount Hope Bridge	\$0.0000	\$0.0000	\$1.7690	\$4.4750	\$6.2440	\$0.0000	\$0.0000	\$1.7690	\$4.4750	\$6.2440
State	\$0.0000	\$0.2240	\$15.8670	\$36.1750	\$52.2660	\$0.0000	\$0.2240	\$15.8670	\$36.1750	\$52.2660
RITBA Bond - RITBA Bond Proceeds	\$0.0000	\$0.2240	\$15.8670	\$36.1750	\$52.2660	\$0.0000	\$0.2240	\$15.8670	\$36.1750	\$52.2660
Total Funding Sources	\$1,003.3318	\$1,170.3277	\$1,126.9936	\$1,169.8630	\$4,470.5161	\$988.3321	\$1,161.6447	\$1,090.9800	\$1,135.5476	\$4,376.5044

RIPTA

Transit service is paid for with RIPTA operating budget revenues, with support from federal programs. All federally reimbursable operating expenses have been projected through the time frame of the STIP using inflation estimates and planning values provided by the State Budget Office. RIPTA's Capital Program is heavily supported by federal funds.

Under normal circumstances, federal funds provide approximately 20 percent of RIPTA's operating budget. Due to the ongoing COVID-19 pandemic, RIPTA has covered operating losses with federal stimulus funding and will continue to use those federal stimulus funds through the STIP constraint period.

Operations are supported by a combination of fare box revenue, state transportation funding, contract revenue and other revenue like advertising and leases. The major state contribution to the operating budget match is the Gasoline Tax, which is collected by the Division of Taxation with \$.0975 per gallon distributed to RIPTA. RIPTA relies on the State's long-term projections, which assumes an increase in revenue beginning in FY 2022. In FY 2020, RIPTA received \$43.55 million from Gasoline Tax

Table 1-6: RIPTA Funding Sources - Updated May 23, 2023

RIPTA Fiscal Constraint Report STIP: 2022-2031 Revision 9

		Fur	nding Sourc	es						
Funding Category	2022	2023	2024	2025	Total	2022	2023	2024	2025	Total
RIPTA	143.2238	238.6057	162.3972	165.8530	710.0797	139.5856	231.4007	157.4180	160.8011	689.2054
Transit	143.2238	238.6057	162.3972	165.8530	710.0797	139.5856	231.4007	157.4180	160.8011	689.2054
Federal	62.3298	125.2490	62.7333	65.4122	315.7243	62.3297	122.9190	62.7333	65.4122	313.3942
PY 5307 - Prior-Year FTA 5307	12.4200	24.5504			36.9704	12.4200	22.3004			34.7204
PY 5310 - Prior-Year FTA 5310	0.4800	0.9582			1.4382	0.4800	0.9582			1.4382
PY 5311 - Prior-Year FTA 5311	1.3380	0.0548			1.3928	1.3380	0.0548			1.3928
PY 5339 - Prior-Year FTA 5339	4.9464	10.1400			15.0864	4.9464	10.1400			15.0864
PY RTAP - Prior-Year RTAP	0.0700				0.0700	0.0700				0.0700
RIPTA 5303 - RIPTA FTA 5303		0.0800			0.0800					
RIPTA 5307 - RIPTA FTA 5307	15.9748	32.5205	34.2455	36.0071	118.7479	15.9747	32.5205	34.2455	36.0071	118.7478
RIPTA 5310 - RIPTA FTA 5310	0.6433	1.6017	1.6427	1.6760	5.5637	0.6433	1.6017	1.6427	1.6760	5.5637
RIPTA 5311 - RIPTA FTA 5311	0.7320	0.8053	0.8258	0.8425	3.2056	0.7320	0.8053	0.8258	0.8425	3.2056
RIPTA 5339 - RIPTA FTA 5339	5.0400	8.4630	5.6100	5.7146	24.8276	5.0400	8.4630	5.6100	5.7146	24.8276
RIPTA CMAQ - RIPTA CMAQ	3.7000	3.7000	3.7000	3.7000	14.8000	3.7000	3.7000	3.7000	3.7000	14.8000
RIPTA COVID - RIPTA COVID Relief	15.9274	14.8300	16.6290	17.3900	64.7764	15.9274	14.8300	16.6290	17.3900	64.7764
RTAP - RTAP	0.1579	0.0783	0.0803	0.0820	0.3985	0.1579	0.0783	0.0803	0.0820	0.3985
2022 SafeStreet - 2022 SAFE STREETS		5.0000			5.0000		5.0000			5.0000
2021 RAISE - 2021 RIPTA RAISE	0.9000				0.9000	0.9000				0.9000
2022 RAISE - 2022 RIPTA RAISE		22.3708			22.3708		22.3708			22.3708
2021 ICAM - 2021 ICAM AWARD		0.0960			0.0960		0.0960			0.0960
State	53.0969	81.1929	66.8051	67.0920	268.1869	49.4588	76.3179	61.8259	62.0401	249.6427
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Other	27.7971	32.1638	32.8588	33.3488	126.1685	27.7971	32.1638	32.8588	33.3488	126.1685
Capital RLF - Capital Revolving Loan Fund	0.2400	0.5688	3.0688	3.0688	6.9464	0.2400	0.5688	3.0688	3.0688	6.9464
Paratransit RLF - Paratransit Revolving Loan Fund		0.7600	0.3800	0.3800	1.5200		0.7600	0.3800	0.3800	1.5200
Passenger Rev - Passenger Revenue	24.6256	23.8450	24.4200	25.0100	97.9006	24.6256	23.8450	24.4200	25.0100	97.9006
RIPTA Other - RIPTA Other	2.9315	6.9900	4.9900	4.8900	19.8015	2.9315	6.9900	4.9900	4.8900	19.8015

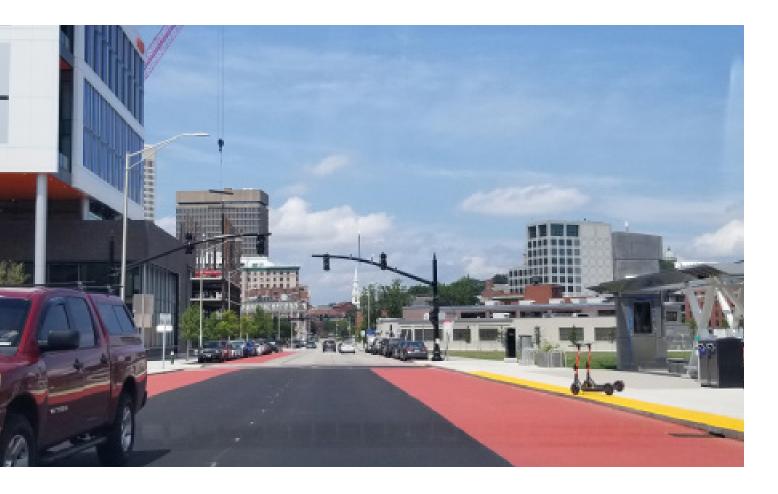
STIP Investment Framework and Program Descriptions

The STIP is a staged, multi-year, statewide multimodal program of transportation projects, consistent with the statewide transportation plan and planning processes.

The LRTP defines the investment framework that informs the specific investment decisions made in the STIP by establishing Rhode Island's transportation vision, goals, and objectives. The LRTP's goals and objectives provide the foundation for selecting transportation projects to be funded in the STIP. These goals and objectives

are listed on page 1-5. In addition, investment priority areas have been identified that highlight how projects in the STIP help to achieve long term goals and objectives.

This STIP also includes a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in the statewide transportation plan or other State performance-based plan(s), linking investment priorities to those performance targets. These performance measures are discussed in the Performance Management section of this STIP.



STIP Investment Framework and Program Descriptions

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STIP Investment Priority Areas

Asset Management (State of Good Repair)

- Improving economic competitiveness by addressing structurally deficient bridges and poor pavement conditions on the NHS
- Improving asset resiliency to climate change, storm surge, and sea level rise
- Improving resiliency through expanded drainage capacity and capabilities

Making progress toward the stormwater consent decree

Congestion Management & Traffic Alleviation

- Resolving bottlenecks to improve travel time and improving economic competitiveness by addressing bottlenecks that impact the freight network
- Encouraging mode shift to environmentally friendly alternatives to reduce greenhouse gas emissions
- Improving signal and traffic management technologies (e.g. transit signal priority, intelligent transportation systems) to alleviate traffic
- Addressing Transportation Systems
 Management & Operations needs and expand use of Active System Management Tools
- Improving travel reliability and information for users

Improving Connectivity

- Filling gaps in the transportation system and providing linkages between modes (intermodal) to support all users
- Supporting electric charging infrastructure for electric vehicles, trucks, buses, and electrified rail
- Improving economic competitiveness by improving freight network connectivity

Expanding Transportation Options

- Modernizing transit to improve convenience and quality of bus travel
- Improving and expanding the Active Transportation Network to promote walkability and bikeability





- Supporting community improvements (e.g. streetscape improvements, preservation) and implementing Complete Streets
- Supporting economic competitiveness by addressing challenges to travel related tourism or major events
- Investments that support future "smart infrastructure (e.g. Smart Cities, Connected-Automated Vehicle applications)

Multimodal Transportation Study

- Addressing safety hotspots to reduce serious injuries and roadway fatalities
- Providing infrastructure improvements/tools to enhance safety

Future Potential Projects - Study and Development

- Planning for new facilities or expansion of existing facilities to accommodate all users
- Planning for new connectivity and closing key gaps at local or regional level
- Planning for reconstructing major infrastructure

RIDOT Programs

The Rhode Island Department of Transportation designs, constructs and maintains the state's surface transportation system. With a staff of more than 700 transportation professionals, RIDOT serves as the steward of a statewide multimodal transportation network, consisting of 1,100 lane miles of roadway, 1,178 bridges, five rail stations and more than 80 miles of bike and pedestrian paths.

Active Transportation Program

The Active Transportation Program (ATP) aims to encourage the use of active, healthful, and environmentally conscious avenues for transportation. Formerly known as the Transportation Alternative Program (TAP), Active Transportation projects may include investments in sidewalks, shared-use-pathways, safety improvements for bicyclists and pedestrians, data collection, or support for other recreational facilities. Active Transportation projects may be managed by RIDOT or by other stakeholders, such as municipalities, through the use of subrecipient agreements.

Bridge Program

The Bridge Program includes projects focused on preservation, rehabilitating, replacing, and maintaining bridge infrastructure throughout the state. Developed using an asset management approach to achieve and maintain a state of good repair, the Bridge Program bundles assets into bridge groups, according to their location, type, cost, and structural needs. The Bridge Program includes capital projects, preservation activities, and administrative expenses to support bridge inspections and ratings. The largest program in the STIP by expenditure, the Bridge Program supports RIDOT's continued pursuit towards RhodeWorks' principal objective to bring 90 percent of the state's bridges up to a state of good repair as defined in RIDOT's Transportation Asset Management Plan (TAMP).

Corridor Projects Program

The Corridor Projects Program consists of multidisciplinary projects including a mixture of asset types. A Corridor Project will often bundle bridges, pavement, and safety improvements together into a single project to achieve economies of scale, minimize traffic impacts in a given area, and deliver projects more efficiently. The component parts of corridor projects are often linked together by a shared attribute, such as geographic proximity or treatment need. The Corridor Project Program is designed with efficiency in mind.

Debt Service Program

The Debt Service Program includes the expenses associated with borrowing funds to support transportation investments. A portion of RIDOT's debt service costs are supported by state revenues, including General Obligation Bonds, Motor Fuel Bonds, and support for debt incurred by RIPTA.

Federal funds are used to service GARVEE Bond debts.

Headquarters Operations Program

The Headquarters Operations Program encompasses the administrative functions of RIDOT. This includes functions such as the Director's Office, Legal, Human Resources, Communications, Information Technology, and Financial Management. This program also accounts for support of other agencies, including RIPTA and the Division of Statewide Planning.

Maintenance Operations Program

The Maintenance Operations Program includes operational line items to support the core functions of Division of Highway & Bridge Maintenance. Responsible for the continued maintenance and upkeep of state facilities, roadways, and small bridges, maintenance personnel conduct regular inspections, perform preventative maintenance, and make essential repairs to ensure that the state's transportation network remains operational. The Maintenance Operations Program also includes funding to maintain and operate RIDOT's vehicle fleet, support plowing in the winter months, and monitor traffic conditions through the Department's Transportation Management Center (TMC).





Major Capital Projects Program

The Major Capital Projects Program contains projects of regional significance to both Rhode Island and the greater New England area. Projects included in this program, such as the I-95 Northbound Viaduct in Providence, the Route 6/10 Connector, and the Route 146 Reconstruction project, are often supported by special financing or discretionary grants from USDOT. The cornerstones of Rhode Island's growing transportation infrastructure, Major Capital Projects are among the most transformative in the STIP.

NHTSA Program

The National Highway Traffic Safety
Administration (NHTSA) Program provides
funding to support RIDOT's Office on Highway
Safety, which is responsible for implementing
RIDOT's Highway Safety Plan. The line items
funded by this program include public outreach,
education, and enforcement efforts to improve
public safety and combat impaired driving,
including the Ripple Effect media campaign.
Additional information about NHTSA-funded
programs and initiatives can be found in the
Highway Safety Plan on RIDOT's website.

Pavement Program

The Pavement Program provides funding for both capital projects and regular preservation of Rhode Island's roadways. RIDOT aims to maintain a roadway's Pavement Structural Health Index (PSHI) at an 80 percent average for more than 10 years by identifying the right treatment, to the right pavement at the right time. RIDOT's approach extends the life of existing pavement surface to ensure maximum traffic flow through our roadways.

RIDOT Transit Program

The RIDOT Transit Program includes both capital and operational expenses to support transit programs and initiatives. Transit projects often happen outside the highway right-of-way, and may include construction of new stations and hubs, Northeast Corridor capacity improvements, passenger rail expansion, or investments in ferry infrastructure.

Stormwater Program

The Stormwater Program includes funding to support improvements to the state's drainage and stormwater management assets. In December 2015, Rhode Island entered into a Consent Decree with the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Justice (DOJ) which lays out specific actions and conditions which must be met, including reduction of pollutant discharges and the development of Stormwater Control Plans for 33 watersheds identified in Rhode Island. Investments in the Stormwater Program, which may include construction of Structural Treatment Units (STUs), are consistent with the consent decree and will ensure that the state is able to meet its federal environmental obligations and the RIPDES MS4 General Permit.





Study and Development Program

The Study and Development (S&D) Program provides funding to support the investigation, planning, and development of transportation projects that may require special attention and planning. Projects assessed through the Study and Development Program will be reviewed by RIDOT for possible graduation to design and construction in future years.

Traffic Safety Program

The Traffic Safety Program includes projects which aim to improve the safety of all users of Rhode Island's transportation network. The primary objective of the Traffic Safety Program is to reduce fatal and serious injury events on all public roadways. To achieve these goals, the Traffic Safety Program includes improvements to interchanges and intersections, pedestrian and ADA safety improvements, roadway departure mitigation, signal optimization, systematic improvements along corridors or bottlenecks,

and other tasks to further RIDOT's traffic safety objectives.

RIPTA Programs

RIPTA is Rhode Island's statewide transit provider, serving 36 of the state's 39 municipalities, operating 7 days a week with 53 fixed routes, zone-based Flex service, and paratransit services. RIPTA administers the statewide RIde program for seniors and people with disabilities and provides Park n' Ride Service at 32 sites around Rhode Island. In FY 2019, RIPTA provided over 16 million fixed route and Flex trips and over 380,000 paratransit trips.

The majority of RIPTA's transit investment program revolves around the operation of the fixed route bus system. RIPTA's three major programs are:

- Transit Capital
- Transit Support Operations
- Transit Service

RIPTA Transit Capital

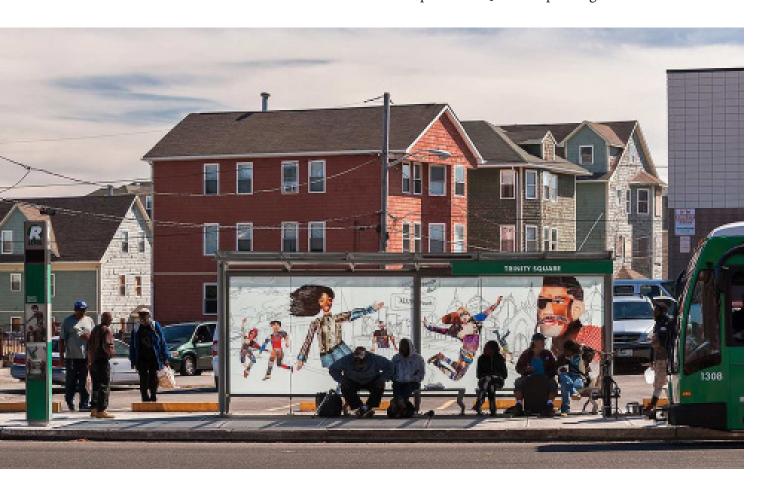
This program funds the regular replacement of fixed route and paratransit revenue vehicles, as well as fleet expansion associated with service enhancements. Funding is also available for capital investments in passenger facilities and amenities, including signage, shelters, bicyclepedestrian infrastructure, and ADA accessibility improvements at bus stops and passenger ticketing, waiting and other transit-related amenities at bus hubs, intermodal facilities, and ferry terminals. This program includes funds for the development of high-capacity corridors (light rail and/or bus rapid transit), dedicated transit rights-of-way, mobility hubs, and rapid/regional bus corridors. It also includes state of good repair maintenance of existing transit corridors.

Fleet - Fixed Route

RIPTA's highest capital priority is regular replacement of revenue vehicles. RIPTA's current fleet includes 235 fixed route buses, 15 Flex vans, and 104 paratransit vans. RIPTA will continue to use Section 5307 and Section 5339 programs to fund 80 percent of the cost of replacement vehicles. Full-size buses are expected to operate a minimum of 12 years and 500,000 miles. Regular replacement of older vehicles allows RIPTA to keep maintenance costs predictable and keep the fleet up to date with current emissions control technology.

Fleet - Paratransit

Passenger vans are used to transport passengers on RIPTA's ADA complementary paratransit service, which is required of every public transit provider. Qualified passengers use this scheduled



door-to-door service if they are unable to use fixed route service. Paratransit vehicles may also provide Non-Emergency Medical Transportation (NEMT) service and/or other services under contract with State human services agencies.

RIPTA's Rural Ride program provides on-demand service to grocery stores and job sites in rural areas utilizing paratransit vehicles during off-peak hours when there is less demand for ADA trips. RIPTA anticipates using a combination of Section 5307 Urban Area program and Section 5310 Elderly/Disabled program funds to upgrade the current fleet of 104 vehicles, with adjustments based on size and cost of available vehicles.

Support Facilities

This program funds repairs and improvements to RIPTA's Elmwood and Newport bus garages, Elmwood administrative offices, and Elmwood bus storage facility. Improvements include security enhancements, roof replacements, and repairs to building systems.



Passenger Facilities

This program funds improvements to bus stops, hubs, and intermodal facilities. In addition to Section 5307 Urban Area program and/or Section 5339 program funds, CMAQ funds may be used for improvements to passenger facilities and to accommodate new technologies.

Intelligent Transportation Systems

This program funds the purchase of a variety of Intelligent Transportation System (ITS) equipment, including both regular equipment replacement as well as upgrades directed towards increasing operational efficiency and improving communications.

Equipment and Supplies

This item funds replacement of support equipment, capital supplies and non-revenue vehicles.

East Side Tunnel

This project will modernize and return to a state of good repair Providence's East Side Bus Tunnel, a 100-year old dedicated transit facility linking South Main Street, at the base of College Hill, with Thayer Street at the top. Work is expected to include tunnel structure stabilization, as well as an improved drainage system, lighting, and other improvements.

RIPTA Transit Support Operations

Travel Demand Management

This program includes Commuter Resource RI, Rhode Island's travel demand management program, which provides commuter and employer outreach and education, travel training, traveler information services, promotion of transit incentive programs, transit fare subsidies, and direct support of van-pooling. Funds are also used for transit customer communications including the marketing of transit services, development of schedules and timetables, and distribution of passenger information at hubs, intermodal facilities, online, via smart media, and other key points within the state's transportation network. Funds may additionally be used to support technology innovations, pilot or demonstration projects, transit-related efforts supporting the implementation of Rhode Island's Congestion Management Plan, and partnerships supporting increased access, choice, and mobility for Rhode Islanders.

RTAP

The Rural Transit Assistance Program (RTAP) is a federally mandated program to support rural operations through investments in training and technical assistance. Funds can be used to develop performance dashboards, performance management systems, alternative fuels training, sustainability program development and support, and development of training materials.

Preventative Maintenance

RIPTA uses federal funds to support ongoing maintenance of federally funded assets through the Preventive Maintenance program. RIPTA anticipates continuing to use Preventive Maintenance funds to support maintenance department salaries, maintenance supplies, and contracted work such as elevator repair, inspection of generators, and repairs to bus lifts.

Mobility Management

Mobility Management programs support a strategic approach to service coordination and customer service in order to better synchronize mobility services within the community. Funds offset the cost of staff that broker rides for

paratransit customers. Funds have also been used to invest in technological improvements that better coordinate riders across platforms.

High Capacity Transit Development

Transit Forward RI 2040, the Transit Master Plan (TMP) element of Rhode Island's Long-Range Transportation Plan, identifies two corridors that have the level of transit demand to warrant high-capacity transit – either bus rapid transit or light rail. These prospective corridors present the greatest opportunities to leverage federal New Starts/Small Starts funding through FTA's Capital Investment Grants Program. To be eligible for these funds in the future, RIPTA, with its partners at RIDOT and Statewide Planning, will undertake planning activities required under FTA's project development procedures, including but not limited to environmental review, developing and identifying alternatives, selection of the locally-preferred alternatives, and other activities specified by the FTA.

Planning, Training and Program Management

These funds partially offset the costs of long and short term planning activities, staff and driver training, and management of federally funded transit support programs.

Security

RIPTA is required to spend 1 percent of its 5,307 funds each year on Security Enhancements. Recent initiatives have included installing cameras, gates, and card readers at RIPTA's Newport transportation and maintenance facility. Future gate installations, security camera upgrades, and safety signage replacements will continue across RIPTA properties on a yearly basis.

Study and Development

These funds will support planning for emerging projects such as Mobility Hubs, Frequent Transit Network, Crosstown Service, Rapid Bus, Regional Rapid Bus and facility and sustainability improvements associated with TMP implementation.

RIPTA Transit Service

IARC

Job Access and Reverse Commute (JARC) program funds partially offset the cost of selected RIPTA services that provide access for low income individuals traveling to workplaces and associated activities.

Complementary ADA

These funds partially offset the cost of federally mandated ADA complementary paratransit service.

Rural Service

These funds support rural transit service and services linking rural areas to urban areas.

Service Initiatives

Transit Service refers to CMAQ funded transit service. These funds are used to support continuing operations of the R-Line and to defray three years of the cost of new pilot service projects. The R-Line connects downtown Pawtucket to the Providence Train Station and Broad Street in South Providence.

Through a combination of elements to improve service, passenger travel time and air quality benefits are realized. Elements include signal priority, bus stop improvements, improved stop spacing, and branded vehicles. New services will be developed as needed, bringing service to key areas of need such as the Quonset Business Park.

Performance Management

The 2012 surface transportation authorization Moving Ahead for Progress in the 21st Century Act (MAP-21), which was upheld by the 2015 Fixing America's Surface Transportation Act (FAST Act) directed Metropolitan Planning Organizations (MPOs) to develop Long Range Transportation Plans (LRTPs) and State Transportation Improvement Programs (STIPs) through a "performance-driven, outcomebased approach to planning." It required state Departments of Transportation, MPOs, and operators of public transportation to establish targets for performance measures in key areas, and to coordinate with one another when setting these targets.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) requires DOTs, Transit providers, and MPOs to adopt performance targets for defined measures for the following national goal areas:

- Safety
- Infrastructure Condition
- System Reliability
- Freight Movement & Economic Vitality
- Emission Reductions

The Rhode Island State Planning Council (RISPC), as MPO for the State of Rhode Island, has established targets in the areas of Safety, Infrastructure Condition, and System Reliability and Freight Movement required by the U.S. Department of Transportation (USDOT). Since Rhode Island is currently considered attainment/unclassifiable for the 2015 eight-hour ozone National Ambient Air Quality Standard

(NAAQS), the State is not required to set performance goals for total emissions reduction under the Environmental Sustainability National Goal.

Federal Requirements

There are two primary federal requirements for incorporating performance management into the STIP. For all federally required targets, the State of Rhode Island must show that the STIP "makes progress towards achieving the performance targets" and that the STIP includes, "to the maximum extent practicable, a description of the anticipated effect of the STIP towards achieving the performance targets" (23 CFR§ 450.326).

The State of Rhode Island is required to demonstrate that project investments are being used to help meet performance targets and quantify the extent to which the investments are expected to assist in reaching those targets.

This section is broken down by goal area as listed above and the supporting performance measures with each section provide the following information:

- Performance Measures. This includes an overview of the national goal areas and each of the federally-required metrics for that goal, a summary of the target setting process and Rhode Island's most recent established targets.
- Performance Assessment. Each goal area includes an overall assessment of the anticipated impact of the FFY 2018-2027 STIP on achieving performance targets and a discussion of related efforts related to specific targets.

Table 1-7 summarizes performance measures and provides target adoption status.



Table 1-7: Performance Measures and Targets for STIP Inclusion

Goal Area	Measures	Target Setting Status
Highway Safety Performance	 Number of fatalities Rate of fatalities per 100 vehicle miles traveled Number of serious injuries Rate of serious injuries per 100 vehicle miles traveled Number of non motorized fatalities and non motorized serious injuries combined 	2021 Safety Targets Adopted by the State Planning Council on February 11, 2021
Pavement and Bridge Asset	 Percent NHS Bridges in good and poor condition Percent Interstate pavement in good and poor condition Percent Non-Interstate NHS pavement in good and poor condition 	 2020 and 2022 Pavement and Bridge Targets Adopted by the State Planning Council on October 11, 2018 2024 and 2026 Pavement and Bridge Targets are anticipated October 1, 2022
System Performance and Freight	 Interstate travel time reliability Non-Interstate travel time reliability Truck travel time reliability 	 2019 and 2021 System Performance and Freight Targets Adopted by the State Planning Council on November 8, 2018 2024 and 2026 System Performance and Freight Targets are anticipated October 1, 2022
Congestion Mitigation and Air Quality	 Peak hour excessive delay per capita Percent of non-single occupancy vehicle travel Total emissions reduction 	Not Applicable for Rhode Island during this performance period
Transit Safety	 Total number of fatalities and rate per total vehicle revenue miles (VRM) Total number of injuries and rate per total VRM Total number of safety events and rate per total VRM Mean distance between vehicle mechanical failures 	• 2021 Safety Targets were set by the Transportation Advisory Committee on June 10, 2021



Safety Performance

The Rhode Island Strategic Highway Safety Plan (SHSP) guides the State's efforts in outlining broad long-term goals for safety to achieve zero fatalities. The SHSP is a five-year plan led by RIDOT and is reviewed annually. The goal of the Rhode Island Strategic Highway Safety Plan is for Rhode Island to continue to move "Toward Zero Deaths" and halving serious injuries by 2027.

Traffic Safety project programming in the STIP is based on meeting established goals using a data-driven analysis to determine if current investments are yielding the results in the State's SHSP and for the federally required performance targets.

Performance Measures and Targets: Safety

In addition to the SHSP, the State of Rhode Island establishes Highway Safety Improvement Program (HSIP) safety targets and reports them for the upcoming calendar year in the HSIP annual report that is submitted to FHWA by September 30th each year. Targets are applicable to all public roads, regardless of functional classification or ownership.

The targets established for number and rate of fatalities, and number of serious injuries must be identical to those established for the National Highway Transportation Safety Agency (NHTSA) Highway Safety Grant program in the annual Highway Safety Plan. The Rhode Island MPO has chosen to adopt and support the safety targets set by the RIDOT. Adopted safety performance targets for the five categories of fatality and serious injury data represented in Table 1-8.

Table 1-8: Safety Performance Measures and Targets

Safety Measure	CY 2019 Baseline	CY 2021 Target
Number of fatalities	59.2	69
Rate of fatalities per 100 million VMT	0.74	0.89
Number of serious injuries	355.4	309
Rate of serious injuries per 100 million VMT	4.47	3.97
Number of non-motorized- fatalities and non-motorized serious injuries	78	79

Performance Assessment: Highway Safety

The FFY 2022-2031 STIP includes several projects that will help Rhode Island meet its Safety Performance Targets, including the follow notable line items:

Roadway Departure Mitigation

Roadway departure crashes are consistently more or less half of Rhode Island's traffic fatalities. The purpose of these projects is to reduce fatalities and serious injuries as a result of roadway departure crashes. Objectives for the program include keeping vehicles from encroaching on the roadside; minimizing the likelihood of crashing or overturning if the vehicle travels off the shoulder; and reducing the severity of the crash. Projected reduction of 50% for lane departure/wet weather crashes. Most of the locations included are based on a systemic, risk-based approach.

Intersection & Crosswalk Safety Improvements

- Intersections: Intersection crashes account for between 15 and 20 percent of the State's fatalities. Of the typical intersection crashes, right angle crashes present the largest probability of a fatality, given the speeds and angles of impact involved. The locations included in these projects have the following objectives:
 - Reduce frequency and severity of intersection conflicts through traffic control
 - Reduce frequency and severity of intersection conflicts through geometric improvements; improve access management near intersections
 - Improve sight distance at intersections
 - Improve driver awareness of intersection

Projected reduction of 35% for right angle/broadside crashes. Most of the locations included are based on systemic, risk-based approach.

 Crosswalks: Pedestrians and cyclists account for between 17 and 33 percent of fatalities and serious injuries in Rhode Island. To reduce fatalities and serious injuries, the objectives of these projects include:



- Reduce pedestrian exposure to vehicular traffic
- Reduce vulnerable user crashes at intersections, along the roadway, and at mid-block crossings

Projected reduction of 35-50% for pedestrian related crashes. Most of the locations included are based on systemic, risk-based approach.

Master Price Agreement for Low Cost Safety Improvements

To help streamline lower cost improvements to help drive down fatalities and serious injuries quicker and show action taken to safety stakeholders, RIDOT has developed a Master Price Agreement contract for lower cost improvements. This is funded with HSIP funds and enables RIDOT to reduce project soft costs and accelerate delivery. The Office of Safety administers these contracts with the goal to turn projects around within 6 months to a year from study. Low-cost improvements include signing, signal, and striping improvements to enhance traffic signal systems, crosswalks, and horizontal curves. Typical benefits range 30-50% reduction in target crashes.

Safety improvements are also incorporated into other projects throughout the STIP, most notably major bridge and pavement projects. Line items located in those programs which are likely to generate positive safety impacts include 6/10 Project, Providence Viaduct Northbound, and Cranston Canyon.



Pavement and Bridge Asset Performance

The Pavement and Bridge Condition
Performance Measures Final Rule, effective May
20, 2017, establishes six measures to monitor to
carry out the National Highway Performance
Program (NHPP). The overall goal of these
performance areas is to improve the condition of
existing pavement and bridge assets.

States are required to establish 2-year and 4-year targets for Pavement Condition and Bridge Condition reporting progress on a biennial basis Table 1-9: Pavement Condition Measures and Targets

beginning in May 2018. MPOs are required to establish 4-year targets for those same measures within 180 days of the DOT's target setting.

MPOs have the option to support the DOT's targets or to establish their own for each of the pavement and bridge measures. The Rhode Island State Planning Council has chosen to adopt and support the bridge and pavement targets set by RIDOT.

Pavement Condition Targets

RIDOT's pavement-specific asset management objective is to maximize the usable life of pavement structures through innovative design, timely preservation, and regular maintenance.

The table below details the performance targets associated with each pavement type. Table 1-9 has been updated with 2020 condition/performance data according to the Mid Performance Period Progress Reporting.

	Pavement Condition	Baseline (2018)	2-Year Condition/ Performance (2020)	2-Year Target (2020)	4-Year Target (2022)
Interstate NHS	Good	55.05%	50.6%	-	55.00%
	Fair	44.95%	-	-	41.00%
	Poor	0.00%	0.4%	-	5.00%
Non-Interstate NHS	Good	21.80%	22.4%	10.00%	10.00%
	Fair	37.40%	-	70.00%	70.00%
	Poor	40.80%	40.70%	20.00%	20.00%

Bridge Condition Targets

According to the FHWA, Rhode Island's bridges rank among the worst in the nation. For this reason, the central focus of the RhodeWorks program is to use a data-driven, asset management-based protocol to update the State's entire bridge inventory to a state of good repair. Bridge conditions are determined by the lowest rating of the deck, superstructure, substructure, or culvert, rated on a 0 to 9 scale. If any component of a bridge is in "poor" condition-designated by a rating of 4 or lower-the entire bridge is assigned a rating of "Poor".

In October 2018, RIDOT established performance targets for bridges on the National Highway System (NHS) classified in Good and Poor condition, as required under MAP-21 and the FAST Act. Those targets are reported below.

Table 1-10 has been updated with 2020 condition/ performance data according to the Mid Performance Period Progress Reporting.

Performance Assessment: Bridge and Pavement Conditions

The FFY 2022-2031 STIP includes a number of projects that will help Rhode Island meet its Bridge & Pavement Targets, including the following notable line items:

Table 1-10: Bridge Condition Measures and Targets

I TOVIDETICE VIAGUEL NOI LIBOUTIO
This project will replace the 1,295 foot long
northbound section of the Providence Viaduct
Bridge which carries I-95 over numerous local
roads and highway ramps, Amtrak's Northeast
Corridor and the Woonasquatucket River.
Construction of a new collector-distributor
(C-D) road along the east side of the Interstate
will eliminate the weaving conflicts and
congestion that plague the segment of I-95
Northbound from the 6/10 Connector and
Downtown on-ramps to the Route 146/
State Offices interchange. Ramps will also
be reconfigured to disentangle conflicting
movements, improving motorist safety.

Providence Viaduct Northbound

Cranston Canyon

This line item involves the rehabilitation of several bridges and construction of an auxiliary travel lane through the Cranston Canyon (I-295 North from RI-37 to US-6). Bridges #072801, 072821, 062101, and 062201, will undergo major rehabilitation work, superstructure, and/or total bridge replacement. Bridge #083101 will undergo major rehabilitation, widening to support an additional lane, and installation of a high-friction surface treatment (HSFT), and Bridge #062001, will undergo preservation and realignment as a new fly-over bridge to allow a right-hand merge from RI-37 East to I-295. A new off-ramp to RI-37 West will also be installed.

	Bridge Condition Classification	Baseline (2018)	2-Year Condition/ Performance (2020)	2-Year Target (2020)	4-Year Target (2022)
National Bridge	Good	13.1%	14.8%	14.0%	16.0%
Inventory - NHS	Fair	63.0%	-	60.0%	63.0%
	Poor	24.0%	20.4%	26.0%	21.0%

Washington Bridge North

This project involves major rehabilitation work, superstructure, and/or total bridge replacement. Phase II work on I-195 Washington Bridge Westbound includes repairs to bridge #070001 as well as restriping the approach to the bridge along I-195 Westbound. A new ramp connecting I-195 to Waterfront Drive in East Providence will also be constructed, and I-195 West will be resurfaced from Broadway in East Providence to the Providence River Bridge in Providence.

Pavement Projects

Several major highways will be resurfaced including, I-295 (from RI-5 to RI-146), I-295 (from I-95 to RI-5), US-6, Danielson Pike (from Connecticut S/L to RI-102), and I-95 (from RI-10 to I-195).

System Performance Measures

The System Performance Final Rule, effective, May 20, 2017, establishes six measures in three performance areas to carry out the National Highway Performance Program (NHPP), the National Highway Freight Program (NHFP), and Congestion Mitigation and Air Quality Program (CMAQ). The overall goal of these performance areas is to promote effective use of Federal transportation funds in addressing congestion

and highway capacity needs, as well as reducing emissions from the transportation system.

The CMAQ emissions reduction measure is applicable only to those areas designated as nonattainment or maintenance for ozone, carbon monoxide or particulate matter. The CMAQ traffic congestion measures are applicable only to those nonattainment areas that are also in urbanized areas of over 1 million people. Rhode Island does not need to comply with these requirements.

Performance Measures and Targets: System

On November 8, 2018, the Rhode Island State Planning Council approved and adopted the following System Performance targets set by RIDOT and presented to the MPO as shown in Table 1-11 below. The targets were developed using the Rhode Island Statewide Model (RISM). Reliability targets do decrease from the 2017 baseline in upcoming years. The influencing factors on that trend include socioeconomic changes, the number of incidents on highways, on-going highway construction projects which impact highway capacity, number of work zones involving lane closures, and precipitation levels in Rhode Island. The table has been updated

Table 1-11: System Performance and Freight Measures

System Performance Measures	Baseline (2017)	2-Year Condition/ Performance (2019)	2-Year Target (2019)	4-Year Target (2021)
Percent of Person-Miles Traveled on Interstate NHS that is Reliable	78.2%	80.6%	71.1%	71.2%
Percent of Person-Miles Traveled on Non-Interstate That is Reliable	86.5%	88.4%	77.6%	77.3%
Truck Travel Time Reliability	1.72	1.79	1.94	1.96

Performance Assessment: System

Several projects are scheduled for completion in the FFY 2022-2031 STIP that will contribute to RIDOT's continued pursuit of system performance improvements within the ten-year period covered by this STIP. Notable contributing projects include:

- Providence Viaduct Northbound: The Providence Viaduct I-95 Northbound Project will generate significant travel time savings for thousands of daily users. As a result of this project, all three performance measures above will likely improve.
- Route 6/10 Project: The reconstruction of this pivotal interchange will impact travelers throughout the Providence metropolitan region, improving traffic flows, reducing congestion, and improving travel time reliability.
- Washington Bridge North: The rehabilitation of the northern span of the Washington Bridge, which carries I-195 Westbound, this project will reduce congestion between Providence and the Massachusetts state line, improving access to I-95 North and South.
- Reconstructing the Pell Bridge Approaches: This two-phase project will reconfigure the ramps connecting Newport to the Pell Bridge, a critical East-West gateway for residents and visitors of Aquidneck Island and the surrounding area. This project will also reduce congestion and improve traffic flows.

Transit Asset Management Measures

MAP-21 and the FAST Act mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life

cycle. The Transit Asset Management (TAM)
Final Rule 49 CFR part 625 became effective
Oct. 1, 2016 and established four performance
measures. The performance management
requirements outlined in 49 CFR 625 Subpart D
are a minimum standard for transit operators.
Providers with more data and sophisticated
analysis expertise are allowed to add performance
measures and utilize those advanced techniques
in addition to the required national performance
measures, which include the following:

- 1. Rolling Stock: means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on farefree services.
- 2. Equipment: means an article of non-expendable, tangible property has a useful life of at least one year.
- 3. Facilities: means a building or structure that is used in providing public transportation.
- 4. Infrastructure: means the underlying framework or structures that support a public transportation system.

The goal of the Transit Asset Management performance measures is to maintain and improve transit assets in Rhode Island.

Performance Measures and Targets: Transit Asset Management

For each asset category, the performance measure is a characterization of the percentage of the number of assets that are not in a state of good repair. For facilities, the performance measure is the percentage of facilities within an asset class, rated below condition 3 on the Transit Economic Requirements Model (TERM) scale. For equipment and rolling stock, the performance measure is the percentage of vehicles that have

met or exceeded their useful life benchmark (ULB).

The Rhode Island State Planning Council approved and adopted on June 10, 2021 the Transit Asset Management targets set by RIPTA and presented to the MPO as shown in Table 1-12. In 2021, a 2-year condition assessment was performed and targets were established for 2024. The results are included in Table 1-12.



Table 1-12: Transit Asset Management Performance Measures and Targets

Performance Measures	2018 Baseline Condition	2020 Target	2020 Baseline Condition	2022 Target	2022 Expected Condition	2024 Target	2024 Expected Condition
Facilities – Admin/Maintenance. The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	20%	0%	0% (0 of 5)	0%	0% (0 of 5)	0%	0% (0 of 5)
Facilities – Passenger and Parking. The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	100%	0%	0% (0 of 1)	0%	0% (0 of 1)	0%	0% (0 of 1)
Rolling Stock – Bus. The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)	16%	16%	0% (0 of 250)	2%	1.5% (4 of 256)	20%	21.5% (62 of 289)
Rolling Stock – Cutaway Bus (Paratransit). The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)	48%	48%	65% (47 of 72)	0%	48% (47 of 97)	25%	24% (25 of 105)
Rolling Stock – Cutaway Bus (Flex). The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)	35%	35%	13% (3 of 24)	35%	0% (0 of 32)	0%	0% (0 of 32)
Equipment. The percentage of non-revenue service vehicles (by type) that exceed the UBL.	40%	51%	52% (14 of 27)	60%	52% (14 of 27)	60%	52% (14 of 27)

Performance Assessment: Transit Asset Management

RIPTA, as a Tier I provider, and as a recipient of federal financial assistance under 49 U.S.C. Chapter 53, adheres to their established Transit Asset Management (TAM) Plan to guide the agency in reaching a State of Good Repair. To meet this, the following goals and objectives have been adopted:

- Ensure that RIPTA's services are provided and maintained in a sustainable manner.
 - a. Consider the risks and consequences of action, and inaction, when prioritizing asset replacement or repair, and when identifying and allocating funding sources.
 - b. Incorporate complete asset lifecycle costs into long-term financial planning to achieve cost-effective asset management planning.
 - c. Inform decision-making by planning for, reporting, and considering future lifecycle costs of new services and assets including when considering upgrades and expansions to existing physical infrastructure.
- 2. Safeguard assets, including employees and physical assets, by implementing asset management strategies and directing appropriate resources to these strategies.
 - a. Develop employee capacity and competency in asset management practices and promote agency-wide stewardship of asset management strategies and governance.
 - b. Identify and apply consistent criteria in prioritizing funding of asset management projects throughout RIPTA.
 - c. Annually allocate appropriate financial and operational resources to implement asset management strategies and devote resources to prioritized projects.

- 3. Demonstrate transparent and responsible asset management processes that align with best practices and federal standards.
 - a. Annually review and update all asset management plans to ensure assets are managed, valued, and depreciated in accordance with Generally Accepted Accounting Principles (GAAP) and federal standards.
 - b. Ensure alignment amongst RIPTA's annual operating and capital budgets, and Rhode Island's Transportation Improvement Program to inform decision makers.
- 4. Meet federal legislative requirements.
 - a. Develop Asset Management Plans that include, at a minimum:
 - Capital asset inventories
 - Condition assessments
 - Risk-based decision-making, and
 - Investment prioritization.
 - b. Establish performance targets in relation to State of Good Repair measures, as required by the FTA.

Performance Measures and Targets: Safety

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 CFR Part 673, requires covered public transportation providers and State Departments of Transportation (DOT) to establish safety performance targets (SPTs) to address the safety performance measures (SPMs) identified in the National Public Transportation Safety Plan(49 CFR§673.11(a)(3)).

On June 10, 2021 the Rhode Island State Planning Council approved the Safety Performance Measure targets set by the MPA. Transit Safety Targets are reevaluated on an annual basis in conjunction with RIPTA's PTASP.

Table 1-13: Safety Performance Measures and Targets

Safety Measures	CY 2019 Baseline	CY 2021 Target
Total number of reportable fatalities and rate per total vehicle revenue miles (VRM) by mode	 0 reported fatalities 0 fatalities per VRM	 0 fatalities 0 fatalities per VRM
Total number of reportable injuries and rate per total vehicle revenue miles (VRM) by mode	4 reported injuries0.04 injuries per 100K VRM	4 reported injuries0.04 injuries per 100K VRM
Total number of reportable events and rate per total vehicle revenue miles (VRM) by mode	4 reported injuries0.04 injuries per 100K VRM	4 reported injuries0.04 injuries per 100K VRM

Performance Assessment: Transit Safety

RIPTA has established a Public Transit Authority Safety Plan (PTASP) which was adopted by the RIPTA Board on October 21, 2020. RIPTA's PTASP lays out the transit providers Safety Management Policy and includes detailed sections that address Accountability and Responsibilities for maintaining safe operational environment. Several policies and programs have been established to operate transit safely, including clear reporting responsibilities and the Employee Safety Reporting Program that encourages employees to identify safety concerns and report to management. RIPTA also uses the Safety Risk Management Process as a primary method to ensure the safety of operators passengers, employees, vehicles, and facilities. It is a process whereby hazards and their consequences are identified, assessed for potential safety risk, and resolved in a manner acceptable to RIPTA's leadership. RIPTA also maintains a Safety Assurance process that evaluates compliance with operations and maintenance procedures to determine whether existing rules and procedures are sufficient to control safety risk. RIPTA also assesses the effectiveness of safety risk mitigation, investigates safety events to identify cause, and analyzes information from safety reporting,

including data about safety failures, defects or conditions.

Conclusion

In conclusion, the performance measures established by the MPO include Highway Safety, Highway (Pavement and Bridge) Asset Management, System Performance, and Transit Asset Management. The purpose of these measures is to comply with FHWA requirements that DOTs, Transit Providers, and MPOs adopt performance targets for defined measures under MAP-21 and the FAST Act.

This section demonstrates the FFY 2022 -2031 STIP makes progress towards achieving the performance targets and that the STIP includes, "to the maximum extent practicable, a description of the anticipated effect of the STIP towards achieving the performance targets" per 23 CFR§ 450.326.

RIDSP, RIDOT, and RIPTA have coordinated in analyzing the performance measures herein. These performance goals and assessments detailed above give the State of Rhode Island a performance-based approach to tracking progress toward better transit and transportation services.



Section 2: Analysis of the STIP

Program Analysis

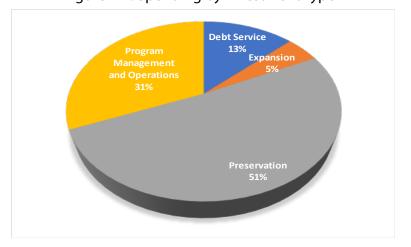
The STIP presents a 10-year program of over \$6 billion in funding for transportation projects from federal fiscal year 2022 to 2031. Between FFY 2022 and FFY 2025, the state anticipates over \$1.8 billion in federal funding with its required state funds to support operations and capital match for transportation initiatives. Rhode Island uses this funding to invest in several modes of surface transportation. The following analyses will focus on projects and investments outlined in required fiscally constrained four years of FFY 2022-2025.

Spending by Investment Type

The vast majority of the STIP is dedicated to asset management—keeping and maintaining the state's existing infrastructure in a state of good repair. System Preservation activities comprise 53 percent of the planned spending in the STIP between FFY 2022-2025, reflecting the state's focus of an asset management-based system of transportation planning, focusing the state's limited resources on bringing the existing infrastructure assets into a state of good repair and maintaining them in that condition.

There are also several projects that add capacity to the system through the addition or expansion of new facilities. These system expansion projects total approximately \$168 million, or about 5 percent of the STIP's total funding between FFY 2022-2025. Of the projects that would expand the network, 87 percent are classified as bicycle and pedestrian projects.

Figure 2-1: Spending by Investment Type



Capital spending primarily on bicycle and pedestrian projects accounts for nearly 5 percent of all capital spending in the STIP.

The remaining funding in the STIP are directed towards items that address Program Management and Operations, and Debt Service.

Figure 2-3: Capital Spending by Mode

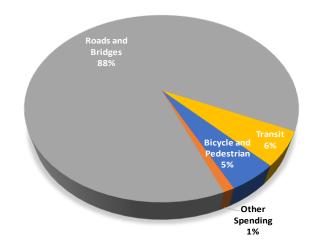
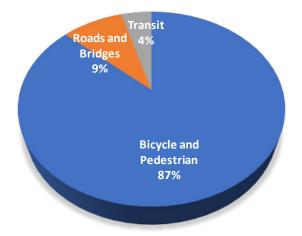


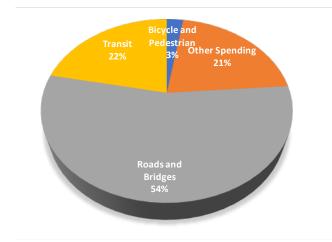
Figure 2-2: System Expansion Projects



Spending by Mode

Highways remain the primary mode of travel in Rhode Island. Highway projects receive the greatest share of STIP resources, with the focus on state of good repair and system preservation. Figure 2-4 Spending by Primary Mode depicts spending by transportation mode. To capture the full scope for many of these projects that include improvements to other modes outside of roads and bridges, Figure 2-5 shows spending by secondary mode among projects which include multiple types of improvements. For example, a pavement project which is primarily focused on repairing the roadway and contains sidewalk

Figure 2-4: Spending by Primary Mode



repairs, the primary mode spending is accounted for in Figure 2-4, Spending by Primary Mode and the sidewalk repairs are accounted for in Figure 2-5, Spending by Secondary Mode.

Out of a total of 46 projects that improve or expand transportation assets, 39 projects are dedicated to bicycle and pedestrian amenities (and 6 of the remaining 7 include some secondary investment in bicycle and pedestrian amenities). Of the other 378 projects, 207 of those projects include some level of investment in bicycle infrastructure, pedestrian safety or other alternative transportation feature.

Figure 2-5: Spending by Secondary Mode

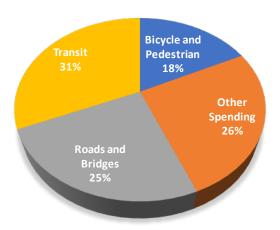
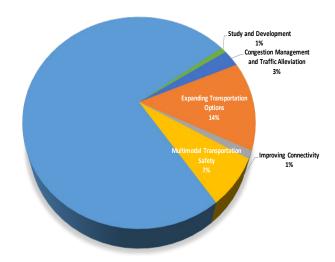


Figure 2-6: Spending by Priority Area



Spending by Priority Area

Based on the STIP Investment Priority Areas outlined in Section I, the greatest share of spending for the STIP focuses on State of Good Repair and Asset Management priorities. These State of Good Repair projects are focused on improving Rhode Island's economic competitiveness by addressing structurally deficient bridges and poor pavement conditions, improving asset resiliency to climate change, storm surge, and sea level rise, and improving resiliency through expanded stormwater and drainage systems.

State of Good Repair projects are focused on addressing safety first and foremost. Replacing a structurally deficient bridge ensures that the asset will not pose or present a safety risk or hazard to those driving, traveling by bus or rail, or walking over such a structure.

After State of Good Repair projects, the second priority area for the STIP is on Expanding Transportation Options. Projects that expand transportation options include modernizing transit to improve convenience and quality of bus travel, improving and expanding the active transportation network to promote walkability

and bikeability, supporting community improvements and implementing Complete Streets, and investment that support future "smart" infrastructure (Smart Cities, Connected and Automated Vehicle applications).

The third priority for the STIP is on making improvements to Multimodal Transportation Safety. These types of projects address safety hotspots to reduce serious injuries and roadway facilities and provide infrastructure improvements or tools to enhance safety.

The remaining projects in the STIP are focused on Congestion Management and Traffic Alleviation, Improving Connectivity, or are Future Potential Projects contained within the STIP's Study and Development Program.

Program Funding by Phase

The STIP accounts for phases of Design, Construction, and Other.

Design Phase

The design and preliminary engineering phase outlines a project and through increasingly detailed steps, refines the project to develop highly specific project plans that contractors use to guide their work. A larger or more complex project may include a feasibility and readiness study to outline the issues involved, identify and analyze alternative solutions, and provide comparisons of the alternatives. The design process may include, but is not limited to: scoping and preliminary engineering, rightof-way acquisition, utility identification or coordination, supporting analyses from experts in bridge engineering, materials, traffic, real estate, cultural resources, natural resources, stormwater management, transit, or any other subject area as required. For a typical capital project, design funding will support activities beginning with scoping and ending with advertising the job for procurement of a construction contractor.

Construction Phase

The construction phase includes all activities involved in building or altering an existing or proposed road or structure, including clearing land, demolition, excavation, moving material to establish curve and grade, drainage, fill, pavement, preservation or replacement of bridges, guardrails, traffic signals, lighting, culverts, and traffic controls.

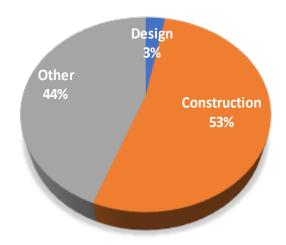
Depending on the project and location, it may also include temporary detours, steps to prevent or mitigate environmental problems and landscaping. Construction may take anywhere from a few days or weeks to several years to complete.

Other

For capital projects, the Other category of spending accounts project closeouts, project contingency, and miscellaneous expenses. For operational projects, the Other category accounts administrative spending, including expenses like debt service, staff time, and maintenance operations.

Figure 2-7 accounts for the STIP's FFY 2022-2025 spending by phase for RIDOT programs.

Figure 2-7 Spending by Phase



Program Allocation Summary Table

Federal regulations (23 CFR § 450.218) require that the STIP cover a period of no less than four years and be updated at least every four years. When a STIP covers more than four years, as this STIP does, USDOT considers the projects in the additional years as informational only.

The Program Allocation Summary Table summarizes RIDOT and RIPTA's programs funding amounts by federal fiscal year for the ten years of the STIP FFY 2022-2031.

STIP Program Allocation Summary

STIP: 2022-2031 (Revision 10 with Pending Changes)

RIDOT STIP Programs	2022	2023	2024	2025	Subtotal	% of Subtotal	2026	2027	2028	2029	2030	2031	Total	% of Total
Active Transportation Program	\$19.50	\$29.34	\$28.74	\$37.42	\$115.00	2.63%	\$49.79	\$51.83	\$42.48	\$21.95	\$19.73	\$20.75	321.54	3.20%
RIDOT Bridge Program	\$158.45	\$178.11	\$176.26	\$198.26	\$711.07	16.25%	\$202.38	\$186.95	\$200.65	\$224.55	\$179.33	\$166.75	1,871.67	18.63%
RIDOT Corridor Projects Program	\$1.30	\$9.59	\$18.91	\$30.30	\$60.10	1.37%	\$42.36	\$55.40	\$39.45	\$36.20	\$29.45	\$17.90	280.86	2.80%
RIDOT Debt Service Program	\$113.42	\$116.22	\$116.10	\$112.35	\$458.09	10.47%	\$111.54	\$108.67	\$107.47	\$107.47	\$107.47	\$107.27	1,107.98	11.03%
RIDOT Headquarters Operations Program	\$47.62	\$46.41	\$44.76	\$47.11	\$185.90	4.25%	\$47.01	\$47.30	\$47.62	\$47.93	\$48.35	\$48.68	472.79	4.71%
RIDOT Maintenance Operations Program	\$76.55	\$79.98	\$80.52	\$81.18	\$318.21	7.27%	\$81.65	\$77.59	\$78.43	\$79.27	\$80.17	\$81.13	796.42	7.93%
RIDOT Major Capital Projects Program	\$191.10	\$241.90	\$238.61	\$225.18	\$896.79	20.49%	\$245.85	\$208.50	\$112.93	\$70.50	\$64.50	\$47.75	1,646.81	16.39%
RIDOT NHTSA Program	\$9.08	\$9.08	\$9.08	\$9.08	\$36.32	0.83%	\$9.08	\$9.08	\$9.08	\$9.08	\$9.08	\$9.08	90.80	0.90%
RIDOT Pavement Program	\$103.33	\$120.59	\$106.57	\$88.68	\$419.17	9.58%	\$67.29	\$59.56	\$51.20	\$51.09	\$55.57	\$53.89	757.76	7.54%
RIDOT Stormwater Program	\$16.80	\$15.70	\$11.00	\$10.00	\$53.50	1.22%	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	\$10.00	113.50	1.13%
RIDOT Study and Development Program	\$17.36	\$15.56	\$15.51	\$15.60	\$64.04	1.46%	\$16.56	\$10.75	\$9.75	\$9.75	\$9.75	\$9.75	130.35	1.30%
RIDOT Traffic Safety Program	\$58.84	\$32.88	\$33.99	\$38.28	\$163.99	3.75%	\$34.98	\$34.82	\$35.46	\$35.51	\$36.55	\$35.85	377.16	3.75%
RIDOT Transit Program	\$35.41	\$34.66	\$30.50	\$22.46	\$123.01	2.81%	\$25.12	\$25.06	\$27.24	\$29.42	\$34.60	\$39.78	304.23	3.03%
Subtotal RIDOT	\$848.75	\$930.02	\$910.54	\$915.88	\$3,605.19	82.38%	\$943.60	\$885.51	\$771.75	\$732.71	\$684.55	\$648.57	\$8,271.87	82.33%
RIPTA STIP Programs	2022	2023	2024	2025	Subtotal	% of Subtotal	2026	2027	2028	2029	2030	2031	Total	% of Total
RIPTA Transit Capital	\$11.29	\$86.35	\$21.16	\$23.16	\$141.96	3.24%	\$22.11	\$21.47	\$21.47	\$21.47	\$21.47	\$22.09	272.04	2.71%
RIPTA Transit Service	\$21.68	\$14.25	\$17.73	\$14.27	\$67.93	1.55%	\$14.42	\$14.72	\$15.14	\$15.43	\$15.86	\$16.15	159.62	1.59%
RIPTA Transit Support Operations	\$106.62	\$130.80	\$118.52	\$123.37	\$479.32	10.95%	\$110.69	\$110.05	\$110.25	\$110.35	\$110.14	\$110.15	1,140.96	11.36%
Subtotal RIPTA	\$139.59	\$231.40	\$157.42	\$160.80	\$689.21	15.75%	\$147.22	\$146.24	\$146.85	\$147.25	\$147.46	\$148.39	\$1,572.61	15.65%
RITBA STIP Programs	2022	2023	2024	2025	Subtotal	% of Subtotal	2026	2027	2028	2029	2030	2031	Total	% of Total
RITBA Capital Projects Program	\$0.00	\$0.22	\$23.02	\$58.86	\$82.11	1.88%	\$68.32	\$45.39	\$6.36	\$0.00	\$0.00	\$0.00	202.18	2.01%
Subtotal RITBA	\$0.00	\$0.22	\$23.02	\$58.86	\$82.11	1.88%	\$68.32	\$45.39	\$6.36	\$0.00	\$0.00	\$0.00	\$202.18	2.01%
Total	\$988.33	\$1,161.64	\$1,090.98	\$1,135.55	\$4,376.50	100.00%	\$1,159.15	\$1,077.13	\$924.96	\$879.96	\$832.01	\$796.96	\$10,046.66	100.00%



Section 3: RIDOT and RIPTA Project Tables

STIP Project Tables

The Project Tables section includes all of the projects in the FFY 2022-2031 State Transportation Improvement Program (STIP). The project listings are grouped according to agency administering funding, which is either the Rhode Island Department of Transportation (RIDOT) or the Rhode Island Public Transit Authority (RIPTA). The projects are further grouped according to STIP Program, i.e. Bridge Program, Pavement Program, Active Transportation Program, etc.

Each project listing contains a unique STIP ID number and project name. The project listing also contains responsible agency, total project cost, cost by federal fiscal year, phase of work (design, construction, other), funding sources, the municipalities in which the project is located, and project tracking system ID (PTSID) if available. For line items which support the construction of physical assets, the type, ID, and name of each asset is listed, along with the facility is carries, its municipality, and the treatment it requires. Costs are shown in millions of dollars and are rounded to the nearest hundredth with three decimal places (0.000). Also included is a brief project description and the project's vulnerability to sea level rise (yes or no).

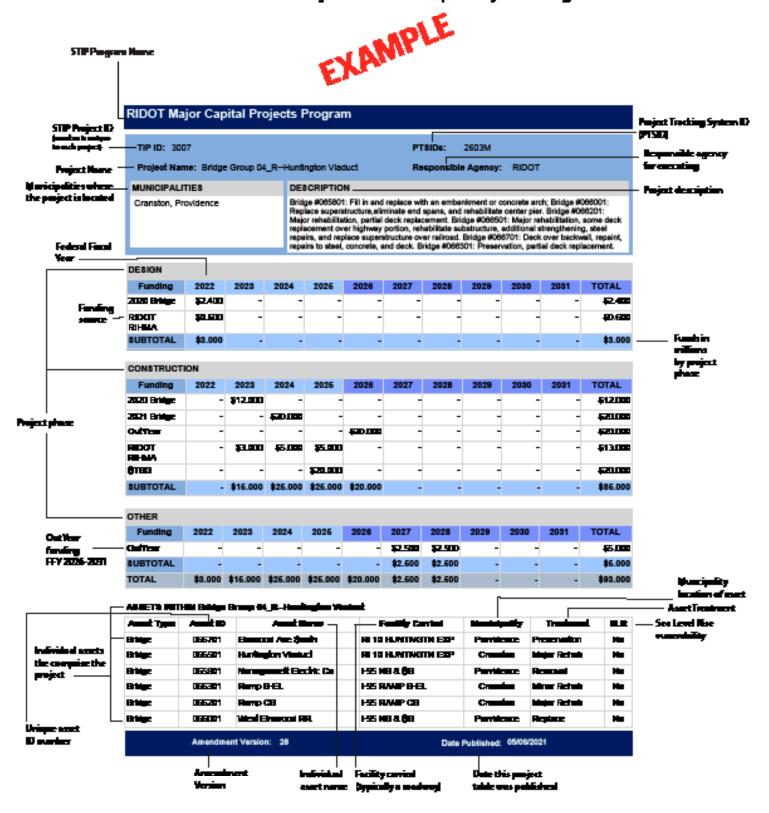
Note that all projects within the formal first four years of the STIP (FFY 2022–2025) are within the constrained program for which funding sources are reasonably expected to be available. In addition, the state has developed a 10-year (FFY 2022-2031) programming horizon for projects in order to provide more realistic expectations and timeframes in which to expect advancement of STIP projects. Many projects that have phases within the first four years (FFY 2022–2025) also have phases (such as Construction) that may be planned for the Outyears between FFY 2026 and 2031. This 10-year programming horizon is illustrated in the FFY 2022–2031 STIP Project Tables.

STIP Online Mapping Application

In addition to the STIP Project Tables, the STIP's program of capital projects can be viewed on the online Rhode Island STIP Mapping Application. The mapping application displays the location of all mappable STIP projects. Different project types, such as intersection improvements, bridge replacements, or new bicycle facilities, are shown by using various colors and symbols in the STIP Mapping Applications. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, reserve line items, or statewide line items, are not mapped.

The STIP Mapping Application contains a "search by address or location" function that can zoom down to a specific address or up to the municipal level for a listing of projects within that municipality.

Guide to the FFY 2022-2031 STIP Project Tables - Sample Project Listing



Active Transp	ortation Progra	m										
STIP ID: 1299	PTS ID:	: 0076L	Projec	t Name: Hop	e Street an	d Ferry Roa	ıd Resurfaci	ng and Sid	ewalks - Ph	ase 2 (Meta	acom to Co	nstitution, Columb
Municipality		Description										Responsible Agency
Bristol	This project will resurface RI-114 Hope Street from Wood St. to Constitution Street and from Thames St. to Warren town line. Sidewalks alon those limits will also be repaired or replaced as needed to fit ADA compliance standards. Sidewalk may be extended from Walley and Wood Streets southward along Ferry Road to Metacom Avenue in order to provide pedestrian connectivity with Roger Williams University.							d Wood	RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	2022 Byways			0.2500	0.5000							0.7500
Design	HSIP				0.0500							0.0500
Design	OutYear					1.5000	0.3000					1.8000
Design	RICAP Match			0.0625	0.1250							0.1875
	Subtotal			0.3125	0.6750	1.5000	0.3000					2.7875
Construction	2023 Earmark						1.0000					1.0000
Construction	OutYear						8.3000	8.1000				16.4000
	Subtotal						9.3000	8.1000				17.4000
Other	OutYear							0.1500	0.5000			0.6500
	Subtotal							0.1500	0.5000			0.6500
	Total			0.3125	0.6750	1.5000	9.6000	8.2500	0.5000			20.8375

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Other	1299WALL	Bristol Retaining Wall	RI-114 Hope Street	Bristol		No
Safety	HSIP_347	Hope Street at Vantage Point Drive	Hope Street at Vantage Point Drive	Bristol	ADA Ramps (incl in scope?), static signage	No
Safety	HSIP_348	#1222 Hope Street	#1222 Hope Street	Bristol	ADA Ramps (incl in scope?), static signage	No
Safety	HSIP_352	Hope Street at Chestnut Street	Hope Street at Chestnut Street	Bristol	Replace signal	No
Safety	HSIP_353	Hope Street at Asylum Road	Hope Street at Asylum Road	Bristol	Replace signal	No
Safety	HSIP_354	Hope Street at Fales Road	Hope Street at Fales Road	Bristol	Replace signal	No
Safety	HSIP_355	Hope Street at Gooding Avenue	Hope Street at Gooding Avenue	Bristol	Replace signal	No
Safety	HSIP_356	Hope Street at Donna Court	Hope Street at Donna Court	Bristol	Install new pedestrian signal for Hope Street at D	No
Safety	HSIP_358	Hope Street at Constitution Street	Hope Street at Constitution Street	Bristol	ADA Ramps, static signage at existing crosswalks	No
Safety	HSIP_359	Hope Street at Union Street	Hope Street at Union Street	Bristol	ADA Ramps, static signage at existing crosswalks	No

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Active Trans	sportation Prog	ıram				
STIP ID: 129	99					
Safety	HSIP_360	Hope Street at Walley Street	Hope Street at Walley Street	Bristol	ADA Ramps, static signage at existing crosswalks	No
Safety	HSIP_361	Hope Street at Burnside Street	Hope Street at Burnside Street	Bristol	ADA Ramps, static signage at existing crosswalks	No
Safety	HSIP_362	Hope Street at High Street	Hope Street at High Street	Bristol	ADA Ramps, static signage at existing crosswalks	No
Safety	HSIP_363	Ferry Road at Roger Williams University	Ferry Road at Roger Williams University	Bristol	Install crosswalk with ADA ramps and RRFB	No
Pavement	Pave_186	RI-136, Columban Dr. to Ferry Rd.	RI-136	Bristol	Level and Overlay	No
Pavement	Pave_245	RI-114, Hope St. (Washington St. to Warren T/L)	RI-114	Bristol	Level and Overlay	Yes
Pavement	Pave_307	RI-114, Wood St. to Constitution St.	RI-114	Bristol	Level and Overlay	Yes
Sidewalk	SDW_41	SDW RI-114N Hope St (Washington St. to Donna Ct.)	RI-114N	Bristol	Rehabilitation	Yes
Sidewalk	SDW_42	SDW RI-114S Hope St (N Farm Dr. to Washington St.)	RI-114S	Bristol	Rehabilitation	Yes
Sidewalk	SDW_9980	SDW Hope St N (Walley St to Constitution St)	RI-114	Bristol	Replacement	Yes
Sidewalk	SDW_9981	SDW SPC Hope St S (Constitution to Union)	RI-114	Bristol	Rehabilitation	Yes
Sidewalk	SDW_9982	SDW Hope St S (Union St to Burnside St)	RI-114	Bristol	Replacement	Yes
Sidewalk	SDW_9983	SDW Hope St S (Burnside St to Wood St)	RI-114	Bristol	New Construction	Yes
Sidewalk	SDW_9984	SDW Ferry Rd S (Wood St to Metacom Ave)	RI-114	Bristol	New Construction	Yes
Sidewalk	SDW_9985	SDW Ferry Rd N (Metacom Ave to Wood St)	RI-114	Bristol	New Construction	No
Sidewalk	SDW_9986	SDW Hope St N (Wood St to Walley St)	RI-114	Bristol	New Construction	Yes

Active Transpo	rtation Progra	n										
STIP ID: 1335	PTS ID:	TBD	Project N	lame: Jame	estown Safe	Routes to	School - Me	elrose and L	.awn Avenu	e Schools		
Municipality		Description										Responsible Agency
Jamestown	The proposed work consists of the construction ADA sidewalks, ADA ramps, curbing, and crosswalks approximately 380 linear feet on North Road between Swinburne Street and Valley Streets and at the intersection of North Road and Watson Avenue. At the Lawn Avenue School minor curb and parking alignment modifications approximately 240' along Lawn Avenue. The work at Melrose School includes ADA sidewalk, curb ramps, and crosswalks with a bicycle rack and a walking path.									Jamestown		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	Other Federal		0.5000									0.5000
Other	RICAP Match		0.0250									0.0250
Other	TAP		0.1000									0.1000
	Subtotal		0.6250									0.6250
	Total		0.6250									0.6250

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
TAP	TAP1335	Jamestown Safe Routes to School	Lawn Avenue	Jamestown	New Construction	No	

Active Transp	ortation Prograi	m										
STIP ID: 1336	PTS ID:	TBD	Project l	Name: Narr	agansett Ave	enue Resur	facing and S	Sidewalks (End to Hov	vland Ave.)		
Municipality		Description										Responsible Agency
Jamestown		This line item	nvolves reclam	nation and mill	and fill of Narra	gansett Avenu	e, alongside pe	destrian and sa	afety improve	ments through	the route.	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.1500						0.1500
Design	RICAP Match				0.0200							0.0200
Design	STBG				0.0800							0.0800
	Subtotal				0.1000	0.1500						0.2500
Construction	OutYear					1.0000	1.0000					2.0000
	Subtotal					1.0000	1.0000					2.0000
Other	OutYear						0.1000	0.1500				0.2500
	Subtotal						0.1000	0.1500				0.2500
	Total				0.1000	1.1500	1.1000	0.1500				2.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_205	Narragansett Ave, Washington St. to Howland Ave.	Narragansett Avenue	Jamestown	Reclamation	No
Pavement	Pave_206	Narragansett Ave, End to Washington St.	Narragansett Avenue	Jamestown	Mill and Fill	Yes
Sidewalk	SDW_9940	SDW Narr. Ave. W (Howland Ave. Westwood Rd.)	Narragansett Avenue	Jamestown	Rehabilitation	Yes
Sidewalk	SDW_9941	SDW Narr. Ave. E (North Rd. to Howland Ave.)	Narragansett Avenue	Jamestown	Rehabilitation	No
Sidewalk	SDW_9942	SDW Narr. Ave. E (Westwood Rd. to North Rd.)	Narragansett Avenue	Jamestown	Rehabilitation	Yes

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Active Transp	ortation Prograr	n										
STIP ID: 1359	PTS ID:	0082Y	Projec	t Name: RI-	214, Valley	Rd. (RI-138	A Aquidnecl	Ave to RI-	138 East Ma	ain Rd.)		
Municipality		Description										Responsible Agency
Middletown	replacement will be performed for the entirety of the route, from Aquidneck Avenue to East Main Rd.								ndicapped ramp)	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear						0.1000	0.2500				0.3500
	Subtotal						0.1000	0.2500				0.3500
Construction	OutYear								1.6000	1.6000		3.2000
	Subtotal								1.6000	1.6000		3.2000
Other	OutYear									0.1000	0.1000	0.2000
	Subtotal									0.1000	0.1000	0.2000
	Total						0.1000	0.2500	1.6000	1.7000	0.1000	3.7500

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_251	RI-214, Valley Rd (Green End Ave to RI-138)	RI-214 Valley Rd	Middletown	Level and Overlay	No
Sidewalk	SDW_9522	SDW RI-214S (RI-138 to Haymaker)	RI-214S	Middletown	Rehabilitation	No
Sidewalk	SDW_9523	SDW RI-214N (Green End Ave to RI-138)	RI-214N	Middletown	Rehabilitation	No
Sidewalk	SDW_9524	SDW RI-214N (RI-138A to Green End Ave)	RI-214N	Middletown	Rehabilitation	Yes

Active Transp	ortation Progra	m										
STIP ID: 1361	PTS ID:	0081F	Project	Name: Sou	th Pier Rd.	(RI-108 to E	Boon St.)					
Municipality		Description										Responsible Agency
Narragansett		truction of the onjunction with								Narragansett		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Local		0.0500	0.1500								0.2000
Design	STBG		0.2000	0.6000								0.8000
	Subtotal		0.2500	0.7500								1.0000
Construction	OutYear					2.5000						2.5000
Construction	RICAP Match				0.2000							0.2000
Construction	STBG				0.8000							0.8000
	Subtotal				1.0000	2.5000						3.5000
Other	OutYear					0.2500	0.2500					0.5000
	Subtotal					0.2500	0.2500					0.5000
	Total		0.2500	0.7500	1.0000	2.7500	0.2500					5.0000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_301	South Pier Rd (RI-108 to Boon St)	South Pier Rd	Narragansett	Reconstruction	No
Sidewalk	SDW_9955	SDW South Pier Rd. W (RI-108 to Boon St.)	South Pier Road	Narragansett	Rehabilitation	No

Active Transp	ortation Prograi	m										
STIP ID: 1377	PTS ID:	0131K	Projec	t Name: Spr	ague Street	Resurfacir	g and Side	walks (E. M	ain Rd. to E	Bristol Ferry	Rd.)	
Municipality		Description										Responsible Agency
Portsmouth	This line item involves resurfacing of the roadway and installation of new sidewalks and handicapped ramps. This project may also include additional improvements to traffic and pedestrian safety alongside improvements to stormwater drainage. The project will be coordinated with TIPIDs 1360 and 1376 in the Pavement Capital Program. Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031								RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Closeouts	0.0800	0.1600	0.1600								0.4000
Design	RICAP Match	0.0200	0.0400	0.0400								0.1000
	Subtotal	0.1000	0.2000	0.2000								0.5000
Construction	AugRed			0.8000	1.6000							2.4000
Construction	OutYear					1.3000						1.3000
Construction	RICAP Match			0.2000	0.4000							0.6000
	Subtotal			1.0000	2.0000	1.3000						4.3000
Other	OutYear					0.1000	0.1000					0.2000
	Subtotal					0.1000	0.1000					0.2000
	Total	0.1000	0.2000	1.2000	2.0000	1.4000	0.1000					5.0000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_236	Sprague St (East Main Rd to Turnpike Ave)	Sprague Rd.	Portsmouth	Level and Overlay	No
Sidewalk	SDW_9936	SDW Sprague St. W (RI-24 to RI-114)	Sprague Rd.	Portsmouth	New Construction	No
Sidewalk	SDW_9937	SDW Sprague St. E (RI-114 to RI-24)	Sprague Rd.	Portsmouth	New Construction	No
Sidewalk	SDW_9938	SDW Sprague St. W (RI-138 to RI-24)	Sprague Rd.	Portsmouth	New Construction	No
Sidewalk	SDW_9939	SDW Sprague St. E (RI-24 to RI-138)	Sprague Rd.	Portsmouth	New Construction	No

Active Transp	ortation Progra	m										
STIP ID: 1386	PTS ID:	: 0080Z	Projec	t Name: US-	-1, North Ma	ain St (Rocl	hambeau A	ve to Pawtu	cket T/L)			
Municipality		Description										Responsible Agency
Providence				resurfacing, reh Rochambeau Av				s and ramps, ar	nd transit impro	ovements alon	g US-1 North	Providence
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match			0.2000								0.2000
Design	STBG			0.8000								0.8000
	Subtotal			1.0000								1.0000
Construction	RICAP Match				0.4000							0.4000
Construction	STBG				1.6000							1.6000
	Subtotal				2.0000							2.0000
	Total			1.0000	2.0000							3.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_257	US-1 (Rochambeau Ave to Pawtucket T/L)	US-1 Pawtucket Ave	Providence	Level and Overlay	No
Sidewalk	SDW_9953	SDW US-1N (Rochambeau to Hillside)	US-1 North Main Street	Providence	Rehabilitation	No
Sidewalk	SDW_9954	SDW US-1S (Hillside to Rochambeau)	US-1 North Main Street	Providence	Rehabilitation	No

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Active Transportation Program													
STIP ID: 1473	PTS ID:	TBD	Project	Name: New	Meadow Ro	d (Christine [Or. to Deep I	Meadow R	d.)				
Municipality				Responsible	Agency								
Barrington	This project will construct new sidewalk along one side of New Meadow Road from Christine Drive to Deep Meadow Road. This project will be coordinated with TIPID 1474.									ject will be	Barrington		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Construction	OutYear					0.1000	0.1300	0.5200	0.0400				0.7900
	Subtotal					0.1000	0.1300	0.5200	0.0400				0.7900
	Total					0.1000	0.1300	0.5200	0.0400				0.7900
Assets Within Project													
Asset Type	Asset ID	Asset Name				Facility Carried			Munic	Treatme	nt Type	SLR	
Sidewalk	SDW_10004	SDW New Mea	adow Rd N (Ch	ristine Dr. to M	1A S/L)	New Meadow Rd Barrington New Cor				New Construc	tion	No	

Active Transp	Active Transportation Program												
STIP ID: 1474	PTS ID:		Project	Name: Mas	sasoit Ave S	Sidewalk (Wo	odward Av	e. to Arvin	Ave.)				
Municipality		Description						Responsible Agency					
Barrington	New and upgraded sidewalks along Massassoit Avenue from Woodward Avenue to Arvin Avenue. This project will include drainage improvements if necessary, and will be coordinated with TIPID 1473.									Barrington			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Construction	OutYear					0.1000	0.1500	0.5000	0.0500				0.8000
	Subtotal					0.1000	0.1500	0.5000	0.0500				0.8000
	Total					0.1000	0.1500	0.5000	0.0500				0.8000
Assets Within Proj	Assets Within Project												
Asset Type	Asset ID	Asset Name				Facility Carried			Municipality Trea			ent Type	SLR
Sidewalk	SDW_10005	SDW Massaso	oit Ave E (Wood	lward Ave to A	rvin Ave)	Massasoit Ave			Barrington		New Construction		Yes

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Active Transportation Program												
STIP ID: 1479	PTS ID:	TBD	Project Name: Langworthy Road Sidewalks (Shore Rd. to Post Rd.)									
Municipality		Description									Responsible Agency	
Westerly	This project will install new sidewalks and curbs along Langworthy road from Shore Road to Post Road in Westerly.									Westerly		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear					0.3800						0.3800
	Subtotal					0.3800						0.3800
	Total					0.3800						0.3800

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Sidewalk	SDW_10006	SDW Langworthy Road N (Shore Rd. to Post Rd.)	Langworthy Rd	Westerly	New Construction	No
Sidewalk	SDW_10007	SDW Langworthy Road S (Post Rd. to Shore Rd.)	Langworthy Rd	Westerly	New Construction	No

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Active Transportation Program												
STIP ID: 1492	Project Name: GEB Bicycle Improvements Contingency Account											
Municipality	Municipality Description								Responsible Agency			
Admin / Statewide	e	and			,	•	, ,,	,	, ,	is to be held in P adoption and	σ ,	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear									0.8000	1.8500	2.6500
Subtotal										0.8000	1.8500	2.6500
	Total									0.8000	1.8500	2.6500

Active Transpo	ortation Program	n										
STIP ID: 1493	PTS ID:	TBD	Project N	lame: Activ	e Transport	ation Progra	am General	Contingen	cy Account			
Municipality		Description										Responsible Agency
Admin / Statewide	This funding supports RIDOT staff time and internal processes required to further advance the State's Active Transportation Program (ATP) as needed.										Statewide	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear					0.4400	0.4500	0.4600	0.4700	0.4800	0.4900	2.7900
Other	RIDOT Gas Tax	0.4000	0.4100	0.4200	0.4300							1.6600
	Subtotal	0.4000	0.4100	0.4200	0.4300	0.4400	0.4500	0.4600	0.4700	0.4800	0.4900	4.4500
	Total	0.4000	0.4100	0.4200	0.4300	0.4400	0.4500	0.4600	0.4700	0.4800	0.4900	4.4500

Reported Date: 11/20/2023

Active Transpo	ortation Progra	m										
STIP ID: 1495	PTS ID:	TBD	Project	Name: Safe	Routes to S	School Cont	tingency					
Municipality		Description										Responsible Agency
Admin / Statewide	2	This project will provide for cost increases in the Safe Routes to School projects being managed and constructed by RIDOT on account of the time that has elapsed between project conception and initiation.										RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear							0.1500	0.1500	1.5000	0.3000	2.1000
	Subtotal							0.1500	0.1500	1.5000	0.3000	2.1000
	Total							0.1500	0.1500	1.5000	0.3000	2.1000

Reported Date: 11/20/2023

Active Transp	ortation Progra	m										
STIP ID: 3062	PTS ID:	2607H	Project	Name: Her	nderson Bri	dge Improv	ements, Ph	ase 2				
Municipality		Description										Responsible Agency
Admin / Statewic	le	This line item provides funding to support design of Phase 2 improvements to the Henderson Bridge and surrounding roadways. Improvements on the Providence side will include traffic calming measures, transit improvements, and the completion of shared-use path tie-ins. An overlook on the southern side of the bridge will also be designed. On the East Providence side, design will focus on shared use path connections to the work started during Phase 1 and the completion of a Henderson Parkway from Massasoit Ave to beyond Broadway. This project received a \$1 million USDOT earmark in 2022.									overlook on to the work	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match		0.1000	0.2000	0.2000							0.5000
Design	STBG		0.4000	0.8000	0.8000							2.0000
	Subtotal		0.5000	1.0000	1.0000							2.5000
Construction	2022 Earmark				1.0000							1.0000
Construction	OutYear					15.0000	14.0000	7.0000				36.0000
Construction	RICAP Match				0.2000							0.2000
	Subtotal				1.2000	15.0000	14.0000	7.0000				37.2000
Other	OutYear								1.5000			1.5000
	Subtotal								1.5000			1.5000
	Total		0.5000	1.0000	2.2000	15.0000	14.0000	7.0000	1.5000			41.2000

Active Transp	ortation Progra	m										
STIP ID: 3157	PTS ID:	0191L	Projec	t Name: Brid	dge Group 3	8B Arcad	dia Wildlife	Midway and	l Frosty Hol	llow		
Municipality		Description										Responsible Agency
Exeter		This project will perform major rehabilitation work on bridges #787 and #788 in the Arcadia Wildlife Management Area. These two structures support access to multiple recreational facilities and paths throughout the site.									RIDEM	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	RICAP Match			0.1000	0.1000							0.2000
Construction	STBG			0.4000								0.4000
Construction	TAP				0.4000							0.4000
	Subtotal			0.5000	0.5000							1.0000
	Total			0.5000	0.5000							1.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	078701	Frosty Hollow Road	FROSTY HOLLOW RD	Exeter	Major Rehab	No
Bridge	078801	Midway	BARBER TRAIL	Exeter	Major Rehab	No

Active Transp	ortation Progra	m											
STIP ID: 3176	PTS ID	: TBD	Project	Name: Brid	ge Group 48	B Fairlav	vn						
Municipality		Description										Responsible A	gency
Pawtucket		This project involves major rehabilitation work, superstructure, and/or total bridge replacement. The Mineral Spring Ave bridge, #971, is a historic stone arch.									Pawtucket		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	ı
Construction	OutYear									1.0000	1.0000		2.0000
	Subtota	I								1.0000	1.0000		2.0000
	Tota	l								1.0000	1.0000		2.0000
Assets Within Pro	ject												
													61.5

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	059401	Grotto Ave	GROTTO AV	Pawtucket	Replace	No
Bridge	097101	Mineral Spring Ave	RI 15 MNRL SPRG AV	Pawtucket	Major Rehab	No

Active Transpo	ortation Progran	m											
STIP ID: 3221	PTS ID:	TBD	Project	Name: Brid	ge Group 13	BD_H Vea	azie Street						
Municipality		Description										Responsible	Agency
Providence		Historic Major	Rehabilitation	– work, supers	structure, and/	or total bridge	e replacement on	historic bridg	e(s).			Providence	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Construction	OutYear							1.0000	1.0000				2.0000
	Subtotal							1.0000	1.0000				2.0000
	Total							1.0000	1.0000				2.0000
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munici	ipality	Treatme	nt Type	SLR
Bridge	089001	Veazie Street				VEAZIE ST			Providence		Historic Major	r Rehab	No

Active Transp	ortation Prograi	m										
STIP ID: 3223	PTS ID:	TBD	Project I	Name: Wick	ford Village	Sidewalk a	and Resilien	cy Enhance	ments			
Municipality		Description										Responsible Agency
North Kingstown		This project will address various transportation needs in the area surrounding Wickford Village in North Kingstown. It will include rehabilitation of historic bridge structures, resurfacing of the roadway, and sidewalk improvements to improve pedestrian accessibility. This project may require additional funding beyond 2031.									RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear							0.2500	0.7500	0.2500		1.2500
	Subtotal	ı						0.2500	0.7500	0.2500		1.2500
Construction	OutYear									4.7500	7.0000	11.7500
	Subtotal	ı								4.7500	7.0000	11.7500
	Total							0.2500	0.7500	5.0000	7.0000	13.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	001001	Wickford	RI-1A Brown St	North Kingstown	Major Rehab	Yes
Bridge	001101	C.L. Hussey Memorial	RI-1A Boston Neck Rd	North Kingstown	Preservation	Yes
Pavement	Pave_252	RI-102, Phillips St (US-1 to RI-1A)	RI-102 Phillips St	North Kingstown	Level and Overlay	Yes
Pavement	Pave_282	RI-1A, Boston Neck Rd (Fairway Dr to Brown St)	RI-1A Boston Neck Rd	North Kingstown	Level and Overlay	Yes
Sidewalk	SDW_10035	SDW US-1N (Belleville House to RI-102)	US-1	North Kingstown	Construction	No
Sidewalk	SDW_10036	SDW RI-102N (RI-1A to US-1)	RI-102	North Kingstown	Rehabilitation	Yes
Sidewalk	SDW_10037	SDW RI-102S (US-1 to RI-1A)	RI-102	North Kingstown	Construction	Yes
Sidewalk	SDW_45	SDW RI-1AN (Fairway Dr. to Beach St.)	RI-1AN	North Kingstown	Rehabilitation	No
Sidewalk	SDW_46	SDW RI-1AN Boston Neck Rd (Beach St. to Brown St.)	RI-1AN	North Kingstown	Rehabilitation	Yes
Sidewalk	SDW_47	SDW RI-1AS (Brown St. to Oakland Ave.)	RI-1AS	North Kingstown	Rehabilitation	Yes
Sidewalk	SDW_48	SDW RI-1AN Brown St (Boston Neck Rd. to Main St.)	RI-1AN	North Kingstown	Rehabilitation	Yes
Sidewalk	SDW_49	SDW RI-1AS Brown St (Main St. to Boston Neck Rd.)	RI-1AS	North Kingstown	Rehabilitation	Yes

Active Transp	ortation Progra	m										
STIP ID: 5005	PTS ID:	0188A	Project	Name: Eas	t Bay Bike	Path Bridge	Replacemo	ent (Barring	gton River a	and Warren	Bridges)	
Municipality		Description										Responsible Agency
Barrington		This project will accommodate a 2022.	•	,	U	U			,	•		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	PY State	0.1500										0.1500
Design	RICAP Match	0.1000										0.1000
	Subtotal	0.2500										0.2500
Construction	2020 Bridge	0.8900										0.8900
Construction	2022 Earmark		2.5000	2.5000								5.0000
Construction	AugRed	5.8000										5.8000
Construction	OutYear					2.8900						2.8900
Construction	PY State				0.7500							0.7500
Construction	RICAP Match	1.4600	1.1875	0.6250	0.3000							3.5725
Construction	STBG		1.2500		1.2000							2.4500
	Subtotal	8.1500	4.9375	3.1250	2.2500	2.8900						21.3525
Other	OutYear						0.8000					0.8000
	Subtotal						0.8000					0.8000
	Total	8.4000	4.9375	3.1250	2.2500	2.8900	0.8000					22.4025

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	083701	Barrington River EBBF	East Bay Bike Path (EBBP)	Barrington	Replace	Yes
Bridge	083801	Palmer River EBBF	East Bay Bike Path (EBBP)	Barrington	Replace	Yes

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Active Transpo	ortation Prograi	m											
STIP ID: 5018	PTS ID:	TBD	Project	Name: Sand	dy Bottom R	oad Streets	scape (Wood	St. to Mai	n St.)				
Municipality		Description										Responsible	Agency
Coventry	Coventry Install sidewalks and curbing on both sides of the road, install landscape areas and lighting for pedestrians and traffic, improved street conditions and new pavement, bike route/paths, park benches and other foot amenities										Coventry		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Construction	OutYear						1.2500						1.2500
	Subtotal						1.2500						1.2500
	Total						1.2500						1.2500
Assets Within Proj	ect												
Asset Type	et Type Asset ID Asset Name					Facility Carried		Munio	cipality	Treatme	ent Type	SLR	
TAP	TAP51 Sandy Bottom Road Streetscape					Sandy Bottom	Road		Coventry		New Construc	ction	No

Active Transp	ortation Progra	m										
STIP ID: 5038	PTS ID:	0077Q	Projec	t Name: EG	Main Street	Resurfacir	ng & Sidewa	ılk Rehabilit	tation (1st A	ve. to Willi	ams St.)	
Municipality		Description										Responsible Agency
East Greenwich	This project entails resurfacing of US-1 Main Street from 1st Ave. to Williams St. Sidewalk and crosswalk improvements will be made between Ave. and Division St., along with drainage improvements where necessary.								e between 1st	East Greenwich		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	2023 Earmark			1.0000								1.0000
Design	RICAP Match			0.2500	0.1500							0.4000
	Subtotal			1.2500	0.1500							1.4000
Construction	OutYear					3.0000	0.6500					3.6500
	Subtotal					3.0000	0.6500					3.6500
Other	OutYear							0.2000	0.4500			0.6500
	Subtotal							0.2000	0.4500			0.6500
	Total			1.2500	0.1500	3.0000	0.6500	0.2000	0.4500			5.7000

Assets Within Project

Asset Type			Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_312	Main Street btwn Montrose St and Melrose St	Main Street btwn Montrose St and Melrose St	East Greenwich	RRFB, bumpout	No
Safety	HSIP_364	Main Street at Friendship Street	Main Street at Friendship Street	East Greenwich	ADA Ramps, RRFB	No
Safety	HSIP_365	Main Street at Greene Street	Main Street at Greene Street	East Greenwich	RRFB, bumpout	No
Safety	HSIP_366	Main Street at London Street	Main Street at London Street	East Greenwich	ADA Ramps, RRFB	No
Safety	HSIP_367	Main Street at Spring Street	Main Street at Spring Street	East Greenwich	RRFB, bumpout	No
Safety	HSIP_368	Main Street at Dedford Street	Main Street at Dedford Street	East Greenwich	ADA ramps, RRFB	No
Safety	HSIP_369	Main Street at Queen Street	Main Street at Queen Street	East Greenwich	ADA Ramps, RRFB	No
Safety	HSIP_370	Main Street at Church Street	Main Street at Church Street	East Greenwich	RRFB, bumpout	No
Safety	HSIP_371	Main Street at King Street	Main Street at King Street	East Greenwich	RRFB, bumpout	No
Pavement	Pave_44701	US-1 Main St. (1st Ave. to Division St.)	US-1	East Greenwich	Level and Overlay	No
Pavement	Pave_44702	US-1 Post Rd. (Division St. to Williams St.)	US-1	East Greenwich	Level and Overlay	No
Sidewalk	SDW_35	SDW US-1N Main St (RI-401 to Peirce St)	US-1N	East Greenwich	Rehabilitation	No
Sidewalk	SDW_36	SDW US-1S Main St (Peirce St to RI-401)	US-1S	East Greenwich	Rehabilitation	No
Sidewalk	SDW_37	SDW US-1S Main St (Long St. to Peirce St.)	US-1S	East Greenwich	Rehabilitation	No
Sidewalk	SDW_38	SDW US-1N Main St (Peirce St. to Long St.)	US-1N	East Greenwich	Rehabilitation	No
Sidewalk	SDW_39	SDW US-1N Main St (Long St. to Division St.)	US-1N	East Greenwich	Rehabilitation	No
Sidewalk	SDW_40	SDW US-1S Main St (Long St. to Division St.)	US-1S	East Greenwich	Rehabilitation	No

Reported Date: 11/20/2023

Active Transp	ortation Progra	m										
STIP ID: 5045	PTS ID:	: TBD	Project	Name: Ten	Mile River G	reenway, S	egment 1-4					
Municipality		Description										Responsible Agency
East Providence Bikeway.				ollow city-owne	d right-of-way a	llong Turner Re	eservoir, comp	leting the rema	aining segment	s of the Ten Mi	le River	East Providence
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear					0.1000						0.1000
Construction	PY State				1.9200							1.9200
Construction	RICAP Match				0.4800							0.4800
	Subtotal				2.4000	0.1000						2.5000
	Total				2.4000	0.1000						2.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
TAP	TAP21	Ten Mile River Greenway, Segment 1-4	Ten Mile River Greenway	East Providence	New Construction	No

Project Name: Main Street Handicap Access Sidewalk (Highview Ave. to Spring St.)

Active Transportation Program

SDW_10008

PTS ID: 0133E

SDW Main Street S (Spring St to Highview Ave)

STIP ID: 5058

Sidewalk

Municipality Description												Responsible A	gency
Hopkinton		0 .	alk.									Hopkinton	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	1
Construction	OutYear						0.1200	0.0600					0.1800
	Subtotal						0.1200	0.0600					0.1800
	Total						0.1200	0.0600					0.1800
Assets Within Pro	ject												
Asset Type	Asset Type Asset ID Asset Name			Facility Carried		Munic	cipality	Treatme	nt Type	SLR			

RI-3

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Hopkinton

Reconstruction

No

Active Transp	ortation Progra	m										
STIP ID: 5070	PTS ID:	TBD	Project	Name: RI-13	88A, Aquidno	eck Avenue	(Purgatory	Rd. to Gree	en End Ave.	.)		
Municipality		Description										Responsible Agency
Middletown	This line item involves resurfacing of the roadway from Purgatory Road to G								and handicappo	ed ramp replac	ement will	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.1000	0.2000					0.3000
Design	RICAP Match				0.0200							0.0200
Design	STBG				0.0800							0.0800
	Subtotal				0.1000	0.1000	0.2000					0.4000
Construction	OutYear							1.0000	1.6500			2.6500
	Subtotal							1.0000	1.6500			2.6500
Other	OutYear								0.1000	0.1000		0.2000
	Subtotal								0.1000	0.1000		0.2000
	Total				0.1000	0.1000	0.2000	1.0000	1.7500	0.1000		3.2500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_105	Aquidneck Ave, Reservoir Ave. to Purgatory Rd.	RI-138A	Middletown	Level and Overlay	No
Sidewalk	SDW_9520	SDW RI-138A N (Purgatory Rd. to Reservoir Ave.)	RI-138A N	Middletown	Rehabilitation	Yes
Sidewalk	SDW_9521	SDW RI-138A S (Reservoir Ave. to Purgatory Rd.)	RI-138A S	Middletown	Rehabilitation	Yes
Sidewalk	SDW_9525	SDW RI-138A N (Prospect Ave to Green End Ave)	RI-138A N	Middletown	Rehabilitation	No

Active Transp	ortation Progra	m										
STIP ID: 5072	PTS ID:	: 9009D	Project	: Name: Pur	rgatory Roa	d Sidewalk	Installation	(Aquidnec	k Ave. to Pa	radise Ave.	.)	
Municipality		Description										Responsible Agency
Middletown		Install a sidew in 2022.	alk along Purgat	tory Road betw	veen the Atlan	tic Beach Distri	ct and Second	Beach. This pro	oject received a	a \$960,000 USE	OOT earmark	Middletown
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2022 Earmark		0.3200	0.6400								0.9600
Construction	PY State		0.0900									0.0900
Construction	RICAP Match		0.1940	0.3800								0.5740
Construction	STBG			0.2900								0.2900
Construction	TAP		0.1000	0.4120								0.5120
	Subtota	l	0.7040	1.7220								2.4260
	Total	I	0.7040	1.7220								2.4260

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Sidewalk	SDW_9934	SDW Purgatory Rd. W (Paradise Ave. to RI-138A)	Purgatory Road	Middletown	New Construction	No
Sidewalk	SDW_9935	SDW Purgatory Rd. E (RI-138A to Paradise Ave.)	Purgatory Road	Middletown	New Construction	No

Active Transp	ortation Progra	m										
STIP ID: 5089	PTS ID:	0020G	Projec	ct Name: Wi	lliam C. O'No	eill Bike Pat	th Extensio	n - Phase 4	В			
Municipality		Description										Responsible Agency
Narragansett	Narragansett This project will design and construct the f construction of this extension is pending a						•	•		isett Town Bea	ch. The	Narragansett
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear					1.1600	0.5600					1.7200
Construction	RICAP Match				0.2560							0.2560
Construction	TAP				1.0240							1.0240
	Subtotal				1.2800	1.1600	0.5600					3.0000
	Total				1.2800	1.1600	0.5600					3.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	l
TAP	TAP6	William C. O'Neill Bike Path Extension - Phase 4B	William C O'Neill Bike Path	Narragansett	New Construction	No	

Active Transportation Program

STIP ID: 5093	PTS ID:	0037B	Projec	t Name: Oc	ean Road B	Beautification	on - Phase 1 &	& 2 (South	Pier Rd. to E	Beach St.)			
Municipality		Description										Responsible	Agency
Narragansett		This line item	will include sid	ewalks and app	olicable pedesti	rian improvem	nents along Ocear	n Road from B	each Street to S	South Pier Roa	d.	Narragansett	t
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Construction	OutYear							0.1500	0.7000	0.9000	0.0500		1.8000
	Subtotal							0.1500	0.7000	0.9000	0.0500		1.8000
	Total							0.1500	0.7000	0.9000	0.0500		1.8000
Assets Within Proje	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munici	ipality	Treatme	nt Type	SLR
Sidewalk	SDW_10011	SDW Ocean Ro	d S (Beach St to	South Pier Rd		RI-1			Narragansett		Rehabilitation		No

Active Transpo	ortation Program	n										
STIP ID: 5097	PTS ID:	TBD	Project	Name: Corn	Neck Road	Sidewalks	(Ocean Ave.	to Beach A	Ave.)			
Municipality		Description										Responsible Agency
New Shoreham		This project will install sidewalks along the west side of Corn Neck Road along Block Island State Beach from Ocean Avenue to Beach Avenue.										New Shoreham
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear						1.1500	0.8500				2.0000
	Subtotal 1.1500 0.8500										2.0000	
	Total 1.1500 0.8500									2.0000		
Assets Within Project												

Corn Neck Road

Facility Carried

Municipality

New Shoreham

Treatment Type

New Construction

SLR

Yes

Asset Type

Sidewalk

Asset ID

SDW_10022

Asset Name

SDW Corn Neck Rd S (Beach Ave to Ocean Ave)

Active Transportation Program

	· . · . · . · . · . · . · . · . ·												
STIP ID: 5098	PTS ID:	TBD	Project	Name: Chap	el Street S	idewalks (O	ld Town Rd.	to Water S	t.)				
Municipality		Description										Responsible	Agency
New Shoreham		This project wi	ill add sidewall	ks to the southe	ern side of Cha	pel Street from	Old Town Road	to Water Stre	et at the ferry	landing.		New Shoreha	am
Phase	Funding	2022	2023	2024	2028	2029	2030	2031	Tota	al			
Construction	OutYear						0.1000	0.7500					0.8500
	Subtotal						0.1000	0.7500					0.8500
	Total						0.1000	0.7500					0.8500
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munic	cipality	Treatme	nt Type	SLR
Sidewalk	SDW_10017	SDW Chapel St	E (Old Town F	Rd to Water St)		Chapel Street New Shoreham New Const					New Construc	ction	No

Active Transpo	ortation Progra	m										
STIP ID: 5106	PTS ID:	TBD	Project	Name: Fare	well Street P	avement Pi	eservation	and Sidewa	ılk (America	a's Cup to \	/an Zandt)	
Municipality		Description										Responsible Agency
Newport		This project will resurface RI-238 Farewell Street in conjunction with sidewalk improvements. These improvements entail sidewalk repairs, new granite curbing, and additional accommodations for ADA accessibility.										Newport
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear					0.4500	0.6000	0.0500	0.0500			1.1500
Construction	RICAP Match				0.0200							0.0200
Construction	TAP				0.0800							0.0800
	Subtotal				0.1000	0.4500	0.6000	0.0500	0.0500			1.2500
	Total 0.1000 0.4500 0.6000 0.0500 0.0500									1.2500		

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_9945	RI-238 Farewell St. (Americas Cup to Van Zandt)	RI-238 Farewell Street	Newport	Mill and Fill	No
Sidewalk	SDW_9946	SDW Farewell St. N (Americas Cup to Van Zandt)	RI-238 Farewell Street N	Newport	Rehabilitation	No

Active Transp	ortation Progra	m										
STIP ID: 5107	PTS ID:	: TBD	Project l	Name: Belle	evue Avenue	ADA Sidev	valk/Access	Improveme	ents (Kay S	t. to Ocean	Ave.)	
Municipality		Description										Responsible Agency
Newport		This project will make sidewalk improvements to address ADA accessibility deficiencies through the installation of ADA curb access ramps and replacement of chip stone sealed sidewalks.										Newport
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear					1.0000	4.5000	5.0000	0.2500	0.2500		11.0000
Construction	RICAP Match				0.1000							0.1000
Construction	TAP				0.4000							0.4000
	Subtotal	Subtotal 0.5000 1.0000 4.5000 5.0000 0.2500 0.2500										11.5000
	Total	Total 0.5000 1.0000 4.5000 5.0000 0.2500 0.2500										11.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Sidewalk	SDW_10343	SDW Bellevue Ave N (Rough Pt. to Narragansett Ave)	Bellevue Ave	Newport	Rehabilitation	No
Sidewalk	SDW_9947	SDW Bellevue Ave S (Bowery St. to Rough Pt.)	Bellevue Ave	Newport	Rehabilitation	No
Sidewalk	SDW_9948	SDW SPC N Bellevue Ave (Narr. Ave to Casino Ter.)	Bellevue Ave	Newport	Rehabilitation	No
Sidewalk	SDW_9949	SDW SPC S Bellevue Ave (RI-138A to Bowery St.)	Bellevue Ave	Newport	Rehabilitation	No
Sidewalk	SDW_9950	SDW SPC N Bellevue Ave (Casino Ter. to Kay St.)	Bellevue Ave	Newport	Rehabilitation	No
Sidewalk	SDW_9951	SDW SPC S Bellevue Ave (Kay St. to RI-138A)	Bellevue Ave	Newport	Rehabilitation	No

Active Transpo	ortation Prograr	n										
STIP ID: 5109	PTS ID:	2605K	Projec	t Name: Sa	fe Routes to	School - H	illside Aver	nue Sidewal	lks			
Municipality		Description										Responsible Agency
Newport	This project includes sidewalk improvements and/or new sidewalk installation on Hillside Ave from Bedlow Avenue to Maple Avenue. Wheelchair ramp repairs and upgrades are included in this project.										Newport	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	RICAP Match	0.0460										0.0460
Construction	TAP	0.1840										0.1840
	Subtotal	0.2300										0.2300
	Total	0.2300										0.2300

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Sidewalk	SDW_10018	SDW Hillside Ave N (Bedlow Ave. to Adm. Kalbfus)	Hillside Avenue	Newport	Replacement	No
Sidewalk	SDW_47991	SDW Hillside Ave. S (Dudley Ave. to RI-138)	Hillside Ave	Newport	Rehabilitation	No
Sidewalk	SDW_47992	SDW Hillside Ave. S (Sgt. Greene Way to Dudley Ave.)	Hillside Ave	Newport	Rehabilitation	No
Sidewalk	SDW_47993	SDW Hillside Ave. S (Maple Ave. to Sgt. Greene Way)	Hillside Ave	Newport	Rehabilitation	No
Sidewalk	SDW_47994	SDW Hillside Ave. N (RI-138 to Maple Ave.)	Hillside Ave	Newport	Rehabilitation	No

Active Transp	ortation Progran	n										
STIP ID: 5120	PTS ID:	0055H	Project	t Name: Pos	t Road and	West Main	Rd - Curbii	ng and Side	walks (RI-1	A to Camp	Ave, US-1 to	o Brown St)
Municipality		Description										Responsible Agency
North Kingstown		under TIP ID 1368.										RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Closeouts	0.2000	0.3600									0.5600
Design	RICAP Match	0.0500	0.0900									0.1400
	Subtotal	0.2500	0.4500									0.7000
Construction	2023 Earmark			2.0000								2.0000
Construction	Closeouts				2.0000							2.0000
Construction	RICAP Match			1.2000	0.6600							1.8600
Construction	STBG			1.6000	0.5675							2.1675
Construction	TAP			1.2000								1.2000
	Subtotal			6.0000	3.2275							9.2275
Other	OutYear					0.4225						0.4225
	Subtotal					0.4225						0.4225
	Total	0.2500	0.4500	6.0000	3.2275	0.4225						10.3500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Sidewalk	SDW_10009	SDW Post Rd N (W Main St to Camp Ave)	US-1	North Kingstown	New Construction	No
Sidewalk	SDW_10010	SDW Post Rd S (Camp Ave to W Main St)	US-1	North Kingstown	New Construction	No
Sidewalk	SDW_50	SDW RI-1AN W Main St (Brown St. to Roosevelt Ave.)	RI-1AN	North Kingstown	Rehabilitation	Yes
Sidewalk	SDW_51	SDW RI-1AN W Main St (Roosevelt Ave. to US-1)	RI-1AN	North Kingstown	Rehabilitation	No
Sidewalk	SDW_52	SDW (RI-1AN to US-1N)	RI-1AN	North Kingstown	Rehabilitation	No
Sidewalk	SDW_53	SDW RI-1AS W Main St (Roosevelt Ave. to Brown St.)	RI-1AS	North Kingstown	Replacement	Yes

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Active Transp	ortation Progra	m										
STIP ID: 5127	PTS ID:	TBD	Project	Name: Sidev	valks on Ro	ute 102 (Ho	me Depot -	· Wickford J	unction)			
Municipality		Description										Responsible Agency
North Kingstown		This project involves the installation and extension of sidewalks along the northern side of Route 102 from Wickford Junction to RI-4 in North Kingstown.										North Kingstown
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	Carbon				0.6000							0.6000
Construction	OutYear					0.7500						0.7500
Construction	PY State			0.2000								0.2000
Construction	RICAP Match			0.0500	0.1500							0.2000
	Subtotal			0.2500	0.7500	0.7500						1.7500
	Total 0.2500 0.7500 0.7500										1.7500	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Sidewalk	SDW_9952	SDW RI-102 W (Wickford Junction to RI-2 Quaker Ln)	RI-102	North Kingstown	New Construction	No

Active Transpo	ortation Progra	m											
STIP ID: 5161	PTS ID:	TBD	Project	Name: Aqui	idneck Islan	d Bikeway	- Melville Cor	nector					
Municipality		Description										Responsible	Agency
Portsmouth		Design and cor Portsmouth.	nstruct a share	ed-use bicycle p	oedestrian facili	ty linking West	: Main Road at O	ld West Main	Road to Burma	a Road at String	gham Road in	Portsmouth	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Construction	OutYear						1.0000	1.1600					2.1600
	Subtotal						1.0000	1.1600					2.1600
	Total						1.0000	1.1600					2.1600
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munic	cipality	Treatme	nt Type	SLR
TAP	TAP28	Aquidneck Isla	nd Bikeway - N	Melville Connec	ctor	Aquidneck Isla	and Bikeway		Portsmouth		New Construc	ction	No

Active Transpo	ortation Prograi	m										
STIP ID: 5162	PTS ID:	TBD	Project N	lame: Mou	nt Hope Bay	/ Bicycle Im	provements	S				
Municipality		Description										Responsible Agency
Portsmouth		This project would provide for safety improvements and signage to Anthony Road and Boyds Lane in Portsmouth, and to the Mt. Hope Bridge to better accommodate and improve safety for bicyclists.										
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	RICAP Match		0.0320									0.0320
Construction	TAP		0.1280									0.1280
	Subtotal		0.1600									0.1600
	Total		0.1600									0.1600

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
TAP	TAP29	Mount Hope Bay Bicycle Improvements	Mount Hope Bay Bike Path	Portsmouth	New Signage	No

Active Transp	ortation Progra	m										
STIP ID: 5164	PTS ID:	TBD	Project	Name: Rocky	/ Point Park	Gateway						
Municipality		Description										Responsible Agency
Warwick	This project includes improvements to the main parking lot, the north and south entrances, the Palmers access point and the trailway connection point. Amenities include lighting, landscaping, public art, seating walls, a gatehouse, and ornamental gateways. This project also includes the removal of impervious surface and stormwater improvements.										Warwick	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2023 Earmark			2.2000	2.2000							4.4000
Construction	Local			0.5500	0.5500							1.1000
	Subtotal			2.7500	2.7500							5.5000
	Total			2.7500	2.7500							5.5000
and Mileton Burn												1

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
Other	TAP_100	Rocky Point Park Gateway		Warwick	New Construction	No	

Active Transp	ortation Progra	m										
STIP ID: 5178	PTS ID:	: 0191Q	Projec	ct Name: NE	BT/WRG: Pro	ovidence W	oonasquatu	ucket Green	way Enhan	cements		
Municipality		Description										Responsible Agency
Providence		Create a highe of the city.	r quality exten	sion of the Wo	oonasquatucket	River Greenwa	ay bike path to	connect Down	town to Olney\	ville Square and	d the west side	Providence
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	Carbon	0.7000										0.7000
Construction	PROTECT	1.3400										1.3400
Construction	RICAP Match	1.0600										1.0600
Construction	STBG	2.1000										2.1000
Construction	TAP	0.1000										0.1000
	Subtotal	5.3000										5.3000
	Total	5.3000										5.3000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
ТАР	TAP8	NBT/WRG: Providence Woonasquatucket Greenway Enhancements	Woonasquatucket River Greenway	Providence	New Construction	No	

Active Transpo	ortation Prograi	m											
STIP ID: 5179	PTS ID:	TBD	Project N	lame: Woo	nasquatuck	et Signing	& Landscap	ing					
Municipality		Description										Responsible	Agency
Providence		_	nd construction wn of Johnston	0 0	d landscaping a	long the North	west Bikeway f	rom Francis St	reet in the City	of Providence	to Cricket	WRWC	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	al
Construction	Other Federal		1.7760										1.7760
	Subtotal		1.7760										1.7760
	Total		1.7760										1.7760
Assets Within Proj	ect												
Asset Type	Asset ID		Asset I	Name			Facility Carried		Munio	cipality	Treatme	nt Type	SLR
TAP	TAP_5179	AP_5179 Woonasquatucket Signing & Landscaping Woonasquatucket River Providence New Const						New Construc	tion	No			

Active Transpo	ortation Prograi	m										
STIP ID: 5180	PTS ID:	TBD	Project N	lame: WRG	- Bath Stre	et West Enl	hancements	3				
Municipality		Description										Responsible Agency
Providence	This line item will improve lighting and multimodal accessibility for the Bath Street West Bridge. The improved structure will include a dedicated shared use path, plantings, and kayak launches for this section of the Woonasquatucket River Greenway. This project includes a \$3.4 million earmark to connect the Woonasquatucket River Greenway to the Washington Secondary Bike Path.											WRWC
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2022 Earmark		3.4000									3.4000
Construction	RICAP Match		0.8500									0.8500
	Subtotal		4.2500									4.2500
	Total		4.2500									4.2500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	077901	Bath Street West	BATH ST WLKWY	Providence	Greenway Improvements	No

Active Transp	ortation Prograr	n										
STIP ID: 5202	PTS ID:	TBD	Project N	lame: Prov	idence Wate	erplace and	Riverwalk	Repairs and	l Walkway I	mprovemen	nts	
Municipality		Description										Responsible Agency
Providence	Pedestrian and bicycle investments in the Downtown Riverwalk to address ADA and bicycle access, flooding, public safety, and structural issues as well as improvements to connectivity and pedestrian/bicycle safety between the Riverwalk and Kennedy Plaza.											Providence
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	Closeouts	0.4000	2.8400									3.2400
Construction	RICAP Match	0.1000	0.7100									0.8100
	Subtotal	0.5000	3.5500									4.0500
	Total	0.5000	3.5500									4.0500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
ТАР	TAP35	Providence Waterplace and Riverwalk Repairs and Walkway Improvements	Waterplace Park	Providence	Rehabilitation	No

Active Transp	ortation Progra	m										
STIP ID: 5215	PTS ID	: TBD	Project	Name: Was	hington Sec	ondary Bike	Path Exte	nsion				
Municipality		Description										Responsible Agency
Providence		terminus of th	e Washington	Secondary Bike	t an approximat Path at Depot Vashington Seco	Avenue in Cran	ston. This pro			•		Providence
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2022 Earmark				3.2000							3.2000
Construction	OutYear					1.4100						1.4100
Construction	RICAP Match				0.8700							0.8700
Construction	TAP				0.2400							0.2400
	Subtota	I			4.3100	1.4100						5.7200
	Tota	I			4.3100	1.4100						5.7200

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
TAP	TAP36	Washington Secondary Bike Path Extension	Washington Secondary Bike Path	Providence	New Construction	No

Active Transportation Program												
STIP ID: 5229	PTS ID:	TBD	Project	Name: Old (County Road	d Sidewalk	Installation F	Project (Mo	untaindale l	Rd. to Wolf	Hill Rd.)	
Municipality		Description										Responsible Agency
Smithfield	Project would entail removing and disposing existing asphalt sidewalks and installing pre-cast concrete curbing, minor drainage structure modification and new poured in place concrete sidewalks. Project limit is approximately 5,000-ft.											
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear						0.4000	1.0000	0.1000			1.50
	Subtotal						0.4000	1.0000	0.1000			1.50
	Total						0.4000	1.0000	0.1000			1.50
Assets Within Proj	ect											

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Sidewalk	SDW_10012	SDW Old County Rd N (Mountaindale to Wolf Hill)	Old County Road	Smithfield	Reconstruction	No
Sidewalk	SDW_10013	SDW Old County Rd S (Old County Elementary School)	Old County Road	Smithfield	Rehabilitation	No

Active Transp	ortation Prograr	n										
STIP ID: 5253	PTS ID:	0133B	Project	t Name: Red	creational T	rails Progra	m					
Municipality		Description										Responsible Agency
Admin / Statewide	min / Statewide This line item provides funding to support the administration of the Recreational Trails Program in Rhode Island. RIDEM, acting as the primary funding sub-recipient, will develop and maintain recreational trails and trail related facilities for recreational trail uses.										RIDEM	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	Local	0.2140	0.2800	0.2180	0.2200							0.9320
Construction	OutYear					1.1100	1.1200	1.1300	1.1400	1.1500	1.1600	6.8100
Construction	TAP	0.8560	1.1200	0.8720	0.8800							3.7280
	Subtotal	1.0700	1.4000	1.0900	1.1000	1.1100	1.1200	1.1300	1.1400	1.1500	1.1600	11.4700
	Total	1.0700	1.4000	1.0900	1.1000	1.1100	1.1200	1.1300	1.1400	1.1500	1.1600	11.4700

Active Transpo	ortation Prograr	n										
STIP ID: 5267	PTS ID:	0162D	Projec	t Name: Sa	fe Routes to	School Inf	rastructure	Improveme	ents for Hug	h Cole Elen	nentary Sch	nool and Kickemuit
Municipality		Description										Responsible Agency
Warren		Complete the f Kickemuit Midd	•	•		•	•		nd the Hugh Co	ole Elementary	and	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	RICAP Match	0.2500										0.2500
Other	TAP	1.0000										1.0000
	Subtotal	1.2500										1.2500
	Total	1.2500										1.2500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	125601	Kickemuit Middle School	Warren Bike Path	Warren	Construction	No
ТАР	TAP17	Safe Routes to School Infrastructure Improvements for Hugh Cole Elementary School and Kickemuit Middle School	RI-103	Warren	New Construction	No

Active Transp	ortation Progra	m										
STIP ID: 5293	PTS ID:	: 0021G	Projec	t Name: Bla	ackstone Riv	er Bikeway	- Segment	8A				
Municipality		Description										Responsible Agency
Woonsocket		Bicycle/Pedes	trian improven	nents to connec	ct Division Stree	t to Truman Di	rive in Woonsoo	cket. This proje	ct includes a m	najor river cros	sing.	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match				0.0500							0.0500
Design	STBG				0.2000							0.2000
	Subtotal				0.2500							0.2500
Construction	OutYear					1.0000	1.3000	1.0000				3.3000
	Subtotal					1.0000	1.3000	1.0000				3.3000
Other	OutYear							0.2500	0.2500			0.5000
	Subtotal							0.2500	0.2500			0.5000
	Total				0.2500	1.0000	1.3000	1.2500	0.2500			4.0500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	105101	Woonsocket Trench Bridge	Blackstone River Bikeway	Woonsocket	New Construction	No
Bridge	105201	Woonsocket River Bridge	Blackstone River Bikeway	Woonsocket	New Construction	No
TAP	TAP4	Blackstone River Bikeway - Segment 8A	Blackstone River Bikeway	Woonsocket	New Construction	No

Active Transp	ortation Progra	m										
STIP ID: 5309	PTS ID:	0191R	Projec	t Name: Wo	onsocket N	lain Street I	mprovemer	nts (Prospe	ct to Arnold	l)		
Municipality		Description										Responsible Agency
Woonsocket			walks, elongate arkings, signage							s, bike parking	facilities,	Woonsocket
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear					2.6300						2.6300
Construction	RICAP Match		0.2000	0.4140								0.6140
Construction	STBG			1.6560								1.6560
Construction	TAP		0.8000									0.8000
	Subtotal		1.0000	2.0700		2.6300						5.7000
	Total		1.0000	2.0700		2.6300						5.7000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
TAP	TAP9	Main Street Improvements	Main Street	Woonsocket	New Construction	No

Active Transpo	ortation Prograi	m											
STIP ID: 5319	PTS ID:	0021V	Project	Name: Blac	ckstone Riv	er Bikeway	/ - Segment	8B-2					
Municipality		Description										Responsible	Agency
Woonsocket		Project involve	es constructing a	a combination (of on-road and	off-road bike	way. A walled s	ection and sma	ıll stream culve	ert will be built		RIDEM	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Construction	RICAP Match		0.2000	0.2000	0.1300								0.5300
Construction	TAP		0.8000	0.8000	0.5200								2.1200
	Subtotal		1.0000	1.0000	0.6500								2.6500
	Total		1.0000	1.0000	0.6500								2.6500
Assets Within Proj	ect												
Asset Type	Asset ID		Asset I	Name			Facility Carried		Munio	cipality	Treatme	nt Type	SLR

Blackstone River Bikeway

Woonsocket

New Construction

TAP

TAP39

Blackstone River Bikeway - Segment 8B-2

No

Active Transportation Program

STIP ID: 9002	PTS ID:	0026M	Projec	ct Name: Tres	stle Trail -	West Section	n - Paving						
Municipality		Description										Responsible	Agency
Coventry				urrent Trestle Tr s extension will f		-			t State Line, wh	nere it will mee	t the CT	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	al
Design	Carbon			0.4000	0.2900								0.6900
Design	RICAP Match			0.1000	0.1000								0.2000
Design	STBG				0.1100								0.1100
	Subtotal			0.5000	0.5000								1.0000
Construction	AugRed				3.2000								3.2000
Construction	OutYear					1.5000	2.5000						4.0000
Construction	RICAP Match				0.8000								0.8000
	Subtotal				4.0000	1.5000	2.5000						8.0000
Other	OutYear							0.5000					0.5000
	Subtotal							0.5000					0.5000
	Total			0.5000	4.5000	1.5000	2.5000	0.5000					9.5000
Assets Within Proj	ect												
Asset Type	Asset ID		Asset I	Name		F	Facility Carried		Munic	cipality	Treatmer	nt Type	SLR
TAP	TAP9002	Trestle Trail - V	West Section - F	Paving		Trestle Trail - V	Vest Section		Coventry		New Construct	tion	No

Active Transpo	ortation Prograr	n										
STIP ID: 9004	PTS ID:	TBD	Project	Name: East	Main Road	Shared Use	Path - Pha	se 1 - Unior	Street to S	andy Point	Avenue	
Municipality		Description										Responsible Agency
Portsmouth		This project will create a safe shared-use path along RI-138 from Union Street to Sandy Point Avenue, and also make improvements to handicap accessibility. This section of RI-138 was previously included under TIPID 9005, East Main Road Shared Use Path - Phase 2.									RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	RICAP Match	0.0600										0.0600
Construction	TAP	0.2400										0.2400
	Subtotal	0.3000										0.3000
	Total	0.3000										0.3000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
TAP	TAP43	East Main Road Shared Use Path - Phase 1 - Union Street to Sandy Point Avenue	RI-138	Portsmouth	New Construction	No

Active Transpo	ortation Prograi	m										
STIP ID: 9005	PTS ID:	TBD	Project	Name: East	Main Road	Shared Use	Path - Pha	se 2 - Turnp	oike Ave. to l	Union St. ar	nd Sandy P	oint Ave. to Enter
Municipality		Description										Responsible Agency
Middletown, Ports	smouth	Union St and S	Sandy Point Ave gment of RI-138	e to Enterprise 3 between Unic	Center, includii	ng signal impro	vements to int	ersections of U	38) corridor, fro Inion St and San e 1, TIPID 9004. T	dy Point Ave at	East Main	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear								0.2500	0.4000	0.1000	0.7500
	Subtotal								0.2500	0.4000	0.1000	0.7500
Construction	OutYear										2.2500	2.2500
	Subtotal										2.2500	2.2500
	Total								0.2500	0.4000	2.3500	3.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
TAP	TAP_9005_1	East Main Road Shared Use Path - Enterprise Dr. to Portsmouth T/L	RI-138	Middletown	Construction	No
TAP	TAP_9005_2	East Main Road Shared Use Path - Middletown T/L to Hedley St.	RI-138	Portsmouth	Construction	No

Active Transpo	ortation Prograr	n										
STIP ID: 9011	PTS ID:	TBD	Project N	lame: ADA	Plan Projec	t Implement	ation					
Municipality		Description										Responsible Agency
Admin / Statewide	2			•		s based on ove t.ri.gov/docum		,			sition Plan.	Statewide
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear					3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	18.0000
Construction	RICAP Match	1.5000	1.5000	1.5000	1.5000							6.0000
	Subtotal	1.5000	1.5000	1.5000	1.5000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	24.0000
	Total	1.5000	1.5000	1.5000	1.5000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	24.0000

Active Transpo	ortation Progra	m											
STIP ID: 9013	PTS ID:	: TBD	Project	Name: Black	stone Rive	Bikeway -	Segment 3A	\-2					
Municipality		Description										Responsible	Agency
Pawtucket		This project w	ill construct a b	oike path along F	ront St. from t	he corner of Ex	change St. and	Roosevelt Ave	e. to Branch St			Pawtucket	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Construction	OutYear					3.0000	3.0000	0.4000					6.4000
Construction	RICAP Match			0.0200	0.1000								0.1200
Construction	STBG			0.0800	0.4000								0.4800
	Subtotal			0.1000	0.5000	3.0000	3.0000	0.4000					7.0000
	Total			0.1000	0.5000	3.0000	3.0000	0.4000					7.0000
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name		F	acility Carried		Munio	cipality	Treatme	ent Type	SLR

Blackstone River Bikeway

Pawtucket

New Construction

TAP44

Blackstone River Bikeway - Segment 3A-2

TAP

No

Active Transp	ortation Prograi	m										
STIP ID: 9996	PTS ID:	TBD	Project	Name: Rog	er Williams I	Park Zoo Br	idges					
Municipality		Description										Responsible Agency
Providence			ne park and zoo	o. Bridges #885	cated inside the and 886 requir ehabilitation.	•		•				RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.2500	0.5000	0.2500				1.0000
	Subtotal					0.2500	0.5000	0.2500				1.0000
Construction	OutYear							4.0000	4.7500			8.7500
	Subtotal							4.0000	4.7500			8.7500
Other	OutYear									0.2500	0.2500	0.5000
	Subtotal									0.2500	0.2500	0.5000
	Total					0.2500	0.5000	4.2500	4.7500	0.2500	0.2500	10.2500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	088501	CAUNOUNICUS	CLADRASTIS AVE	Providence	Major Rehab	No
Bridge	088601	MIANTUNNOMU	CLADRASTIS AVE	Providence	Replace	No
Bridge	088701	Gladrastis Ave	CLADRASTIS AVE	Providence	Minor Rehab	No
Bridge	088801	Memorial Boulevard	MEMORIAL BLVD	Providence	Minor Rehab	No
Bridge	088901	Memorial Boulevard	MEMORIAL BLVD	Providence	Minor Rehab	No

Active Transp	ortation Progra	m										
STIP ID: 1211	1 PTS IC): TBD	Project l	Name: Bike	Path Resur	facing and	Preservatio	n - Washing	gton Secon	dary Bike P	ath (Depot	Ave, Cranston to
Municipality		Description										Responsible Agency
Cranston, Warwig	ck, West Warwick	This line item s	upports the ma	intenance and	resurfacing of	existing bike pa	ths and other l	oike assets thro	oughout the sta	ate.		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	1.2000
Design	RICAP Match	0.2000	0.2000	0.2000	0.2000							0.8000
	Subtotal	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	0.2000	2.0000
Construction	AugRed		0.8000									0.8000
Construction	Carbon		3.0400	1.5200	1.5200							6.0800
Construction	OutYear					2.8500	2.8500	2.8500	2.8500	2.8500	2.8500	17.1000
Construction	PY State		0.2700									0.2700
Construction	RICAP Match		1.0600	0.3800	0.3800							1.8200
Construction	TAP		1.0600									1.0600
	Subtotal		6.2300	1.9000	1.9000	2.8500	2.8500	2.8500	2.8500	2.8500	2.8500	27.1300
Other	Carbon		0.1600	0.0800	0.0800							0.3200
Other	OutYear					0.1500	0.1500	0.1500	0.1500	0.1500	0.1500	0.9000
Other	RICAP Match		0.0400	0.0200	0.0200							0.0800
	Subtotal		0.2000	0.1000	0.1000	0.1500	0.1500	0.1500	0.1500	0.1500	0.1500	1.3000
	Total	0.2000	6.6300	2.2000	2.2000	3.2000	3.2000	3.2000	3.2000	3.2000	3.2000	30.4300

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
TAP	TAP_47995_1	Washington Secondary BP (RI-117 to Warwick TL)	Washington Secondary Bike Path	West Warwick	Rehabilitation	No
TAP	TAP_47995_2	Washington Secondary BP (Warwick TL to Cranston TL)	Washington Secondary Bike Path	Warwick	Rehabilitation	No
TAP	TAP_47995_3	Washington Secondary BP (Cranston TL to Depot Ave)	Washington Secondary Bike Path	Cranston	Rehabilitation	No

RIDOT Bridge	Program											
STIP ID: 3002	PTS ID:	: 0013A	Projec	t Name: Bri	idge Group	01 PVD						
Municipality		Description										Responsible Agency
Providence					vice life of the steel superstru	•	•	•	, .	٠, ,	O,	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2020 Bridge	7.3000										7.3000
Construction	PY State	1.8250										1.8250
	Subtotal	9.1250										9.1250
Other	2020 Bridge	1.0000										1.0000
Other	Bridge Formula		1.2000									1.2000
Other	RICAP Match		0.3000									0.3000
Other	RIDOT RIHMA	0.2500										0.2500
	Subtotal	1.2500	1.5000									2.7500
	Total	10.3750	1.5000									11.8750

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	053701	Eddy Street	I-95 NB&SB	Providence	Preservation	No
Bridge	057101	Broad Street	BROAD ST	Providence	Preservation	No
Bridge	057401	Broadway	BROADWAY	Providence	Preservation	No

RIDOT Bridge	Program											
STIP ID: 3005	PTS ID:	0013N	Projec	t Name: Bri	idge Group	03 I-95 P <i>A</i>	W					
Municipality		Description										Responsible Agency
Pawtucket		Preservation - repairs, minim				•	•	•	, 0	٠.	O,	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	NHPP	1.6000										1.6000
Construction	RIDOT RIHMA	0.4000										0.4000
	Subtotal	2.0000										2.0000
Other	Closeouts		0.3200									0.3200
Other	RIDOT RIHMA		0.0800									0.0800
	Subtotal		0.4000									0.4000
	Total	2.0000	0.4000									2.4000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	054301	Moshassuck River Culvert	I-95 NB & SB	Pawtucket	Preservation	No
Bridge	054401	Lonsdale Ave	RI 122 LONSDALE AV	Pawtucket	Preservation	No
Bridge	054601	Main Street	MAIN ST	Pawtucket	Preservation	No
Bridge	055201	Water Street	I-95 NB & SB	Pawtucket	Preservation	No
Bridge	055501	Walcott Street	WALCOTT ST	Pawtucket	Preservation	No
Bridge	055601	Underwood Street	UNDERWOOD ST	Pawtucket	Preservation	No
Bridge	055701	Exchange Street	EXCHANGE ST	Pawtucket	Preservation	No
Bridge	055801	Broadway	US 1 BROADWAY	Pawtucket	Preservation	No
Bridge	055901	Fountain Street	FOUNTAIN ST	Pawtucket	Preservation	No
Bridge	056001	Central Ave	CENTRAL AV	Pawtucket	Preservation	No

RIDOT Bridge	Program											
STIP ID: 3006	PTS ID:	0114R	Projec	ct Name: Br	idge Group	03T (F) I-	95 Corridor	Bridges				
Municipality		Description										Responsible Agency
Pawtucket		Total bridge re	placement.									RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	2020 Bridge	0.4700										0.4700
Other	NHPP	0.1200										0.1200
Other	PY State	0.1300										0.1300
Other	RIDOT RIHMA	0.0300										0.0300
	Subtotal	0.7500										0.7500
	Total	0.7500										0.7500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	056101	East Street NB	I-95 NB	Pawtucket	Replace	No
Bridge	056121	East Street SB	I-95 SB	Pawtucket	Replace	No
Bridge	056201	Roosevelt Ave NB	I-95 NB	Pawtucket	Replace	No
Bridge	056221	Roosevelt Ave SB	I-95 SB	Pawtucket	Replace	No

RIDOT Bridge	Program											
STIP ID: 3011	PTS ID:	0013P	Projec	t Name: Bri	idge Group	06 PVD						
Municipality		Description										Responsible Agency
Providence		Preservation - v				•	•	•	, ,	· .	O,	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	NHPP	0.0800										0.0800
Other	RIDOT RIHMA	0.0200										0.0200
	Subtotal	0.1000										0.1000
	Total	0.1000										0.1000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	070901	Industrial Drive	INDUSTRIAL DRIVE	Providence	Preservation	No
Bridge	071001	Moshassuck South	I-95 RAMP BR-2	Providence	Preservation	No
Bridge	071201	Branch Ave	BRANCH AV	Providence	Preservation	No
Bridge	071301	Smithfield Ave	RI 126 SMTHFLD AV	Providence	Preservation	No
Bridge	071501	Culvert A	I-95 NB & SB	Providence	Preservation	No
Bridge	071601	Culvert BC	I-95 N SERVICE RD	Providence	Preservation	No
Bridge	084901	Ramp BD Civic Center	I-95 RAMP BD	Providence	Preservation	No

RIDOT Bridge	Program											
STIP ID: 3012	PTS ID:	TBD	Project	Name: Brid	ge Group 07	'_H Histo	ric Westerly	Bridges				
Municipality		Description										Responsible Agency
Hopkinton, Richm	Hopkinton, Richmond, Westerly Historic Minor Rehabilitation, including structural repairs to one or more deck or superstructure components. This project may require additional funding beyond 2031. This project includes a reconstruction of Sherman Avenue from RI-2 to Lewiston Avenue.											RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear							0.1000	0.2000	0.1000		0.4000
	Subtotal							0.1000	0.2000	0.1000		0.4000
Construction	OutYear									2.0000	1.0000	3.0000
	Subtotal									2.0000	1.0000	3.0000
	Total							0.1000	0.2000	2.1000	1.0000	3.4000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	002201	Pawcatuck	US 1 BROAD STREET	Westerly	Minor Rehab	No
Bridge	014801	Kenyon Arch	SHERMAN AVE	Richmond	Minor Rehab	No
Bridge	019401	Bradford	RI 91 ALTN BRAD RD	Hopkinton	Preservation	No
Pavement	Pave_44653	Sherman Ave (RI-2 to Lewiston Ave)	Sherman Avenue	Richmond	Reconstruction	No

RIDOT Bridge	Program											
STIP ID: 3014	PTS ID:	TBD	Project	Name: Brid	ge Group 07	'A I-95 Ho	pkinton					
Municipality		Description										Responsible Agency
Hopkinton	opkinton Replacement of the Hopkinton-Westerly Road Bridge (#405). Major rehabilitation of Bridge #48, New London Turnpike. Minor rehabilitation, including structural repairs to one or more deck or superstructure components, for bridges #409, #567, #568, #569, and #5692.								RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.4000	0.8000	1.2000				2.4000
	Subtotal					0.4000	0.8000	1.2000				2.4000
Construction	OutYear								5.0000	10.0000	10.0000	25.0000
	Subtotal								5.0000	10.0000	10.0000	25.0000
Other	OutYear										0.6000	0.6000
	Subtotal										0.6000	0.6000
	Total					0.4000	0.8000	1.2000	5.0000	10.0000	10.6000	28.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	004801	New London Turnpike	NEW LONDON TRNPK	Hopkinton	Major Rehab	No
Bridge	040501	Hopkinton-Westerly Rd	RI 3 NSNCK HILL RD	Hopkinton	Replace	No
Bridge	040901	Richard Farm	I-95 NB & SB	Hopkinton	Minor Rehab	No
Bridge	056701	Canonchet	Woodville-Alton Rd	Hopkinton	Minor Rehab	No
Bridge	056801	Woodville Road	WOODVILLE RD	Hopkinton	Minor Rehab	No
Bridge	056901	Green Fall NB	I-95 NB	Hopkinton	Minor Rehab	No
Bridge	056921	Green Fall SB	I-95 SB	Hopkinton	Minor Rehab	No

RIDOT Bridge Program												
STIP ID: 3016	PTS ID:	: 0013T	Project	t Name: Brid	dge Group '	14 Route	99					
Municipality		Description										Responsible Agency
Cumberland, Line	coln	Minor Rehabili	tation, includir	ng structural rep	oairs to one or	more deck or s	uperstructure	components.				RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	1.6000										1.6000
Design	RICAP Match	0.4000										0.4000
	Subtotal	2.0000										2.0000
Construction	Bridge Formula			12.8000								12.8000
Construction	NHPP	2.0000	8.0000	0.9000								10.9000
Construction	PY State	0.5000	2.0000	6.4000								8.9000
	Subtotal	2.5000	10.0000	20.1000								32.6000
Other	Closeouts				1.0000							1.0000
Other	OutYear					1.2500						1.2500
Other	RICAP Match				0.2500							0.2500
	Subtotal	ĺ			1.2500	1.2500						2.5000
	Total	4.5000	10.0000	20.1000	1.2500	1.2500						37.1000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	098401	Second Ave NB	RI 99 NB	Cumberland	Minor Rehab	No
Bridge	098421	Second Ave SB	RI 99 SB	Cumberland	Minor Rehab	No
Bridge	098501	Blackstone River	RI 99 NB & SB	Lincoln	Minor Rehab	No
Bridge	098601	Sayles Hill	RI 99 NB & SB	Lincoln	Minor Rehab	No

RIDOT Bridge	Program											
STIP ID: 3018	PTS ID:	0013R	Projec	t Name: Bri	idge Group	10 I-295 S	MI					
Municipality		Description										Responsible Agency
Smithfield		Preservation - repairs, minim			vice life of the steel superstru	•	•	•	, 0	٠.	O,	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	NHPP	2.8000										2.8000
Construction	RICAP Match	5.2000										5.2000
	Subtotal	8.0000										8.0000
Other	Closeouts		0.4000									0.4000
Other	RICAP Match		0.1000									0.1000
	Subtotal		0.5000									0.5000
	Total	8.0000	0.5000									8.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	074201	Mountaindale Road NB	I-295 NB	Smithfield	Preservation	No
Bridge	074221	Mountaindale Road SB	I-295 SB	Smithfield	Preservation	No
Bridge	074301	Farnum Pike NB	RI 104 FARNUM PIKE	Smithfield	Preservation	No
Bridge	074321	Farnum Pike SB	RI 104 FARNUM PIKE	Smithfield	Preservation	No
Bridge	074401	Georgiaville Pond	I-295 NB & SB	Smithfield	Preservation	No
Bridge	074501	Mowry Road NB	I-295 NB	Smithfield	Preservation	No
Bridge	074521	Mowry Road SB	I-295 SB	Smithfield	Preservation	No
Bridge	074701	George Washington Hwy	RI 116 G WASH HWY	Smithfield	Preservation	No
Bridge	079701	Douglas Pike North Ramp Bridge	RAMP RI 7 to I-295	Smithfield	Preservation	No
Bridge	079801	Douglas Pike South Ramp Bridge	RAMP RI 7 to I-295	Smithfield	Preservation	No

RIDOT Bridge Program												
STIP ID: 3019	PTS ID:	F	Project Nam	e: Bridge G	roup 07C	Woody Hill						
Municipality		Description										Responsible Agency
Hopkinton		Major rehabili	tation work, su	perstructure, a	and/or total brid	dge replacemer	nt.					RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.2000	0.3000	0.2000				0.7000
	Subtotal					0.2000	0.3000	0.2000				0.7000
Construction	OutYear								4.0000	1.0000		5.0000
	Subtotal								4.0000	1.0000		5.0000
Other	OutYear									0.1000	0.2000	0.3000
	Subtotal									0.1000	0.2000	0.3000
	Total					0.2000	0.3000	0.2000	4.0000	1.1000	0.2000	6.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	102901	Woody Hill South	Woody Hill Rd	Hopkinton	Major Rehab	No
Bridge	103001	Woody Hill	Woody Hill Rd	Hopkinton	Major Rehab	No

RIDOT Bridge Program												
STIP ID: 3022	PTS ID:	TBD	Project	Name: Brid	ge Group 07	_R Bradf	ord and Kin	gs Factory I	RR			
Municipality		Description									Responsible Agency	
Richmond, Weste	Richmond, Westerly Amtrak Major Rehabilitation – work, superstructure, and/or total bridge replacement on a structure carrying or spanning railway lines on Amtrak's Northeast Corridor. This project may require additional funding beyond 2031.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear						0.5000	1.0000	1.0000			2.5000
	Subtotal						0.5000	1.0000	1.0000			2.5000
Construction	OutYear									7.0000	8.0000	15.0000
	Subtotal									7.0000	8.0000	15.0000
	Total						0.5000	1.0000	1.0000	7.0000	8.0000	17.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	036501	Bradford RR	RI 91 BRADFORD RD	Westerly	Amtrak Major Rehab	No
Bridge	082201	Kings Factory Road RR	KINGS FACTORY RD	Richmond	Amtrak Major Rehab	No

RIDOT Bridge	Program											
STIP ID: 3023	PTS ID:	0013U	Proje	ct Name: Br	idge Group	15A East	Bay					
Municipality	nicipality Description											Responsible Agency
Barrington, East P	Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	RICAP Match	1.0000										1.0000
	Subtotal	1.0000										1.0000
	Total	1.0000										1.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	011401	Runnins River	Warren Ave	East Providence	Preservation	No
Bridge	012201	Nayatt	Washington Rd	Barrington	Preservation	Yes
Bridge	012401	Warren	RI 114/103 CNTY RD	Barrington	Preservation	Yes
Bridge	012501	South Warren	South Main St	Warren	Preservation	No
Bridge	012901	Peck's Bridge	RI 103 Willett Av	East Providence	Preservation	No
Bridge	013301	Kickamuit	RI 103 Child St	Warren	Preservation	Yes
Bridge	013501	Rumford RR	US1A&RI114PWTCKTAV	East Providence	Preservation	No
Bridge	015101	Barrington Parkway	VETERANS MEM PKWY	East Providence	Preservation	Yes
Bridge	020001	Washington Bridge South	I-195 EB	East Providence	Preservation	No
Bridge	028201	Luther's Corner	US 6 Highland Ave	East Providence	Preservation	No
Bridge	029401	Bullocks Point RR	BULLOCKS POINT AV	East Providence	Preservation	No
Bridge	045101	Six Corners Underpass	US 44 TNTN&WTRMN A	East Providence	Preservation	No
Bridge	059701	North Broadway	NORTH BROADWAY	East Providence	Preservation	No
Bridge	094101	Greenwood Ave RR	GREENWOOD AV	East Providence	Preservation	No
Bridge	094601	Waterman Ave Spur RR	WATERMAN AV	East Providence	Preservation	No
Bridge	099401	Roger Williams Ave	ROGER WILLIAMS AV	East Providence	Preservation	No
Bridge	113801	Belchers Cove Bridge	Market St	Warren	Preservation	Yes

RIDOT Bridge	Program											
STIP ID: 3024	PTS ID:	0013V	Projec	t Name: Br	idge Group	16A FOS,	GLO, PVD,	SCI, SMI				
Municipality		Description										Responsible Agency
Foster, Glocester Scituate, Smithfie	•				rvice life of the steel superstru	•	•	•	, 0		O,	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	Closeouts	2.4000										2.4000
Construction	RICAP Match	0.6000										0.6000
	Subtotal	3.0000										3.0000
Other	Closeouts	0.5600										0.5600
Other	RICAP Match	0.1400										0.1400
	Subtotal	0.7000										0.7000
	Total	3.7000										3.7000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	009001	Clayville Arch	RI 14 Pinfid Pk	Scituate	Preservation	No
Bridge	009301	North Scituate	US 6A DNLSON PIKE	Scituate	Preservation	No
Bridge	010001	Chepachet	US 44 PUTNAM PIKE	Glocester	Preservation	No
Bridge	011601	Rockland Culvert	RI 12 Tunk Hill Rd	Scituate	Preservation	No
Bridge	015501	Longhouse	US 44 PUTNAM PIKE	Smithfield	Preservation	No
Bridge	017401	Ponagansett	RI 102 VICTORY HWY	Scituate	Preservation	No
Bridge	018401	Brandy Brook	US 44 Putnam Pike	Glocester	Preservation	No
Bridge	019101	Ashland	RI 14 Pinfid Pk	Scituate	Preservation	No
Bridge	029601	Ponagansett River	US 6 DANIELSON PK	Foster	Preservation	No
Bridge	031401	Harrisdale Pond	Elmdale Rd	Scituate	Preservation	No
Bridge	038601	Jackson	Jackson Flat Rd	Scituate	Preservation	No
Bridge	039001	Gleaner Chapel Road	GLEANER CHAPEL RD	Scituate	Preservation	No
Bridge	060601	Glenbridge Ave	GLENBRIDGE AV	Providence	Preservation	No
Bridge	078201	Gleaner Chapel	GLEANER CHAPEL RD	Scituate	Preservation	No

RIDOT Bridge	Program											
STIP ID: 3026	PTS ID:	0013W	Projec	t Name: Br	idge Group	17 BUR,	CMB, LIN, N	IPR, NSM, S	SMI			
Municipality		Description										Responsible Agency
'									RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	RICAP Match	0.4000										0.4000
Construction	STBG	1.6000										1.6000
	Subtotal	2.0000										2.0000
Other	Closeouts	0.2000	0.2000									0.4000
Other	RICAP Match	0.0500	0.0500									0.1000
	Subtotal	0.2500	0.2500									0.5000
	Total	2.2500	0.2500									2.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	009801	Douglas Ave	RI 7 Douglas Pike	North Providence	Preservation	No
Bridge	011901	Lonsdale Arch	RI 122 Mendon Rd	Cumberland	Preservation	No
Bridge	014301	Smithfield	RI 104 Farnum Pike	Smithfield	Minor Rehab	No
Bridge	017001	Leland	RI 100 Wllm Lk Rd	Burrillville	Preservation	No
Bridge	019501	Front Street	RI 123 FRONT ST	Lincoln	Preservation	No
Bridge	020201	Farnum	RI 104&RI 5 Greenv	North Smithfield	Preservation	No
Bridge	022301	Butterfly Factory	RI 123 Brknck Hill	Lincoln	Minor Rehab	No
Bridge	029701	Angell Brook	RI 7 Douglas Pike	Smithfield	Preservation	No
Bridge	030901	Granite Mill Canal Br	RI 107 Chapel St	Burrillville	Preservation	No
Bridge	031501	Frank H Potter	BRIDGEWAY RD	Burrillville	Minor Rehab	No
Bridge	035301	Gazza Road	GAZZA RD	Burrillville	Preservation	No
Bridge	039501	John Street	RI 123 JOHN ST	Cumberland	Minor Rehab	No
Bridge	040801	Broad Street RR	RI 114 BROAD ST	Cumberland	Minor Rehab	No
Bridge	051201	Sayles Avenue	SAYLES Avenue	Burrillville	Preservation	No

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RIDOT Bridge	Program											
STIP ID: 3027	PTS ID:	0013X	Projec	t Name: Brid	lge Group 1	18A EGR,	NKS					
Municipality		Description										Responsible Agency
East Greenwich, N Kingstown	larragansett, North			d the useful serv te concrete or s					_	-	_	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.0800										0.0800
Design	RICAP Match	0.0200										0.0200
	Subtotal	0.1000										0.1000
Construction	Closeouts			3.5600								3.5600
Construction	NHPP		2.8000									2.8000
Construction	RICAP Match		0.7000	0.8900								1.5900
	Subtotal		3.5000	4.4500								7.9500
Other	NHPP				0.1600							0.1600
Other	RICAP Match				0.0400							0.0400
	Subtotal				0.2000							0.2000
	Total	0.1000	3.5000	4.4500	0.2000							8.2500

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	001601	Sandhill Pond	US 1 Post Rd	North Kingstown	Preservation	No
Bridge	001901	Silver Spring Mill	US 1 Tower Hill Rd	North Kingstown	Preservation	No
Bridge	003701	Gilbert Stuart	GILBERT STUART RD	North Kingstown	Minor Rehab	Yes
Bridge	043601	Davis Bridge	Davisville Rd	East Greenwich	Preservation	No
Bridge	076401	Frenchtown Brook Culvert	RI 4 NB & SB	East Greenwich	Preservation	No
Bridge	076701	South Road	SOUTH RD	East Greenwich	Preservation	No
Bridge	078001	Route 102	RI 4 COL RODMAN HY	North Kingstown	Preservation	No
Bridge	089801	Gilbert Stuart Road	RI 138	North Kingstown	Preservation	No
Bridge	089901	James L. Baldwin-Second Lieutenant Matthew C	US 1A BSTN NCK RD	North Kingstown	Preservation	No
Bridge	116621	Briarbrook Dr South	Briarbrook Dr	North Kingstown	Preservation	No
Bridge	116901	South Road River	South Rd	East Greenwich	Preservation	No

RIDOT Bridge	e Program											
STIP ID: 3030	PTS ID:	TBD	Project	Name: Corr	idor - Hope \	/alley						
Municipality		Description										Responsible Agency
Hopkinton, Rich	was previously identified under TIP ID 1387.								RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.3000						0.3000
Design	RICAP Match				0.0400							0.0400
Design	STBG				0.1600							0.1600
	Subtotal				0.2000	0.3000						0.5000
Construction	OutYear					2.0000	2.0000					4.0000
	Subtotal					2.0000	2.0000					4.0000
Other	OutYear							0.3000	0.2000			0.5000
	Subtotal							0.3000	0.2000			0.5000
	Total				0.2000	2.3000	2.0000	0.3000	0.2000			5.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	029901	Mechanic Street	North Switch Rd	Richmond	Minor Rehab	No
Bridge	035801	Pine Grove	Bank St	Hopkinton	Preservation	No
Bridge	056601	Wood River Road	Switch Rd	Richmond	Minor Rehab	No
Pavement	Pave_284	North Switch Rd (Mechanic St. to End)	North Switch Rd	Richmond	Reclamation	No
Pavement	Pave_285	Old Switch Rd. (Switch Rd. to End)	Old Switch Rd.	Richmond	Reclamation	No

RIDOT Bridge	Program											
STIP ID: 3035	PTS ID:	: 2606J	Project	Name: Brid	lge Group 0	1_H Histo	oric Coventr	у				
Municipality		Description										Responsible Agency
Coventry	are arches that carry RI-115 Main Street in Coventry.							ridge #398 and	d #399, which	RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		0.7600	0.8000	0.8000							2.3600
Design	OutYear					0.1000						0.1000
Design	RICAP Match		0.1900	0.2000	0.2000							0.5900
	Subtotal		0.9500	1.0000	1.0000	0.1000						3.0500
Construction	OutYear					2.5000	3.0000	3.0000	1.5000			10.0000
	Subtotal					2.5000	3.0000	3.0000	1.5000			10.0000
Other	OutYear									1.0000	0.6500	1.6500
	Subtotal									1.0000	0.6500	1.6500
	Total		0.9500	1.0000	1.0000	2.6000	3.0000	3.0000	1.5000	1.0000	0.6500	14.7000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	007601	Bucks Horn Brook	RI 117 Flat Rvr Rd	Coventry	Replace	No
Bridge	039801	Unnamed Stone Arch	RI 115 Main St	Coventry	Replace	No
Bridge	039901	Unnamed Stone Arch	RI 115 MainSt&Harr	Coventry	Replace	No
Bridge	084501	Cahoone Road	CAHOONE RD	Coventry	Replace	No
Bridge	116101	Harkney Hill RD	Harkney Hill Road	Coventry	Replace	No

CTID ID: 2020	DTC ID.	OCOEM	Duoise	Mamaa Dai	lara Onavera	00 OC F-						
STIP ID: 3036	PTS ID:	26U5IVI	Projec	t Name: Brid	age Group	02_05 F0	ster					
Municipality		Description										Responsible Agency
Foster		Replacement of	f bridges #267	(Moosup Valley	/ Rd), #858 (Ra	ms Tail Road),	and #879 (Mill	Road).				RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		0.8000									0.8000
Design	NHPP	0.0800										0.0800
Design	RICAP Match	0.0200	0.2000									0.2200
	Subtotal	0.1000	1.0000									1.1000
Construction	AugRed			3.5200								3.5200
Construction	Bridge Formula				3.1200							3.1200
Construction	HSIP				0.0800							0.0800
Construction	OutYear					1.5000						1.5000
Construction	RICAP Match			0.8800	0.8000							1.6800
	Subtotal			4.4000	4.0000	1.5000						9.9000
Other	OutYear					0.5000						0.5000
	Subtotal					0.5000						0.5000
	Total	0.1000	1.0000	4.4000	4.0000	2.0000						11.5000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	026701	Moosup Valley	MOOSUP VALLEY RD	Foster	Replace	No
Bridge	085801	Rams Tail Road	RAMS TAIL RD	Foster	Replace	No
Bridge	087901	Mill Road	MILL RD	Foster	Replace	No

RIDOT Bridge	Program											
STIP ID: 3037	PTS ID:	: TBD	Project N	lame: Bridg	e Group 03	_OS - Burd	ickville and	Breakhear	t Brook			
Municipality		Description										Responsible Agency
Charlestown, Exe	eter	Major rehabili pedestrian str	tation of bridge ucture.	s #375, Burdick	ville, and #786	, Breakheart B	rook. Breakhea	art Brook will b	oe rehabilitateo	d and converte	d into a	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		0.2400	0.2800								0.5200
Design	RICAP Match		0.0600	0.0700								0.1300
	Subtotal	l	0.3000	0.3500								0.6500
Construction	Bridge Formula				2.4000							2.4000
Construction	OutYear					3.5000						3.5000
Construction	RICAP Match				0.6000							0.6000
	Subtotal	l			3.0000	3.5000						6.5000
Other	OutYear						0.3500					0.3500
	Subtotal						0.3500					0.3500
	Total		0.3000	0.3500	3.0000	3.5000	0.3500					7.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	037501	Burdickville Road	BURDICKVILLE RD	Charlestown	Major Rehab	No
Bridge	078601	Breakheart Brook	BREAKHEART TRAIL	Exeter	Major Rehab	No

RIDOT Bridge	Program											
STIP ID: 3044	PTS ID:	0016N	Projec	t Name: Bri	dge Group 3	35 Putnan	n Pike					
Municipality		Description										Responsible Agency
Smithfield		Major rehabilit	ation work, su	perstructure, a	nd/or total brid	lge replacemer	nt					RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	NHPP	3.6000	4.0000	1.9200								9.5200
Construction	RICAP Match	0.9000	1.0000	0.4800								2.3800
	Subtotal	4.5000	5.0000	2.4000								11.9000
Other	NHPP				0.8000							0.8000
Other	OutYear					1.0000						1.0000
Other	RICAP Match				0.2000							0.2000
	Subtotal				1.0000	1.0000						2.0000
	Total	4.5000	5.0000	2.4000	1.0000	1.0000						13.9000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	074101	Putnam Pike	US 44 PUTNAM PIKE	Smithfield	Major Rehab	No

RIDOT Bridge	Program											
STIP ID: 3050	PTS ID:	0114J	Project	Name: Bri	dge Group 3	88T (L) Fa	rnum Pike					
Municipality		Description										Responsible Agency
North Smithfield		Total bridge replacement of the Farnum Pike Northbound and Southbound bridges.										RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	Closeouts	0.6800	0.6800									1.3600
Other	RICAP Match	0.1700	0.1700									0.3400
	Subtotal	0.8500	0.8500									1.7000
	Total	0.8500	0.8500									1.7000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	044101	Farnum Pike NB	RI 146 NB	North Smithfield	Replace	No
Bridge	044121	Farnum Pike SB	RI 146 SB	North Smithfield	Replace	No

RIDOT Bridge	e Program											
STIP ID: 3051	PTS ID:	: 0016R	Project	Name: Brid	lge Group :	39 RI-146	Louisquiss	set Pike / Li	ncoln Wood	ds		
Municipality		Description										Responsible Agency
Lincoln, North Pr	ovidence	This line item in Hill and Twin R	ncludes major r iver Road bridg				total bridge re	placement on f	our bridges alc	ong Route 146.	The Breakneck	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.4000										0.4000
Design	RICAP Match	0.1000										0.1000
	Subtotal	0.5000										0.5000
Construction	Bridge Formula		11.5000	4.8000								16.3000
Construction	Closeouts	0.5000										0.5000
Construction	NHPP		6.9000	2.4000								9.3000
Construction	RICAP Match	0.5000	4.6000	1.2000								6.3000
Construction	RIDOT RIHMA			0.6000								0.6000
Construction	STBG	1.5000										1.5000
	Subtotal	2.5000	23.0000	9.0000								34.5000
Other	Bridge Formula				0.4000							0.4000
Other	Closeouts				0.4000							0.4000
Other	RICAP Match				0.2000							0.2000
	Subtotal				1.0000							1.0000
	Total	3.0000	23.0000	9.0000	1.0000							36.0000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	041601	Breakneck Hill Road	RI 123 BRKNCK HILL	Lincoln	Replace	No
Bridge	041701	Twin River Road	TWIN RIVER RD	Lincoln	Replace	No
Bridge	041901	Lincoln Farms	RI 146 ED DOWL HWY	North Providence	Major Rehab	No
Bridge	042701	Mineral Spring	RI 146 ED DOWL HWY	North Providence	Major Rehab	No

RIDOT Bridge	Program											
STIP ID: 3053	PTS ID:	0016Q	Projec	t Name: Brid	dge Group :	37 Mendo	n Road Brid	dge				
Municipality		Description										Responsible Agency
Cumberland		Major rehabilit	ation. Replace	ment of a struc	tural unit, such	as a pier, pier	cap, or superst	ructure along	with repair of	other bridge el	ements.	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.4000										0.4000
Design	RICAP Match	0.1000										0.1000
	Subtotal	0.5000										0.5000
Construction	Bridge Formula			1.1500								1.1500
Construction	Closeouts			0.4000	0.8000							1.2000
Construction	NHPP	1.9200	3.6000									5.5200
Construction	OutYear					5.9500						5.9500
Construction	RICAP Match	0.4800	0.9000	0.2000	0.2000							1.7800
	Subtotal	2.4000	4.5000	1.7500	1.0000	5.9500						15.6000
Other	OutYear					0.5000	1.0000					1.5000
	Subtotal					0.5000	1.0000					1.5000
	Total	2.9000	4.5000	1.7500	1.0000	6.4500	1.0000					17.6000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
Bridge	075101	Mendon Road	RI 122 MENDON RD	Cumberland	Major Rehab	No	

RIDOT Bridge	Program											
STIP ID: 3067	PTS ID:	: 0145C	Projec	t Name: Bri	dge Group	53 Union	Village RR					
Municipality		Description										Responsible Agency
North Smithfield		Major rehabilit	ation work, su	perstructure, a	nd/or total bri	dge replaceme	nt.					RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2021 Bridge	0.8000										0.8000
Construction	RICAP Match	0.4000										0.4000
Construction	STBG	0.8000										0.8000
	Subtotal	2.0000										2.0000
Other	Closeouts	0.2400	0.4000	0.3200								0.9600
Other	RICAP Match	0.0600	0.1000	0.0800								0.2400
	Subtotal	0.3000	0.5000	0.4000								1.2000
	Total	2.3000	0.5000	0.4000								3.2000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	010701	Union Village RR	RI 146A GREAT RD	North Smithfield	Major Rehab	No

RIDOT Bridge	Program											
STIP ID: 3070	PTS ID:	TBD	Project N	Name: Bridg	e Group 48	_H Arnol	d Mills					
Municipality		Description										Responsible Agency
Cumberland	vehicular traffic. In addition, the nearby Bridge #0691						,		•	. It will remain	closed to	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		0.0400	0.2000								0.2400
Design	RICAP Match		0.0100	0.0500								0.0600
	Subtotal		0.0500	0.2500								0.3000
Construction	AugRed				2.0000							2.0000
Construction	OutYear					2.0000						2.0000
Construction	RICAP Match				0.5000							0.5000
	Subtotal				2.5000	2.0000						4.5000
Other	OutYear						0.2000					0.2000
	Subtotal						0.2000					0.2000
	Total		0.0500	0.2500	2.5000	2.0000	0.2000					5.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	030101	Arnold Mills	SNEECH POND RD	Cumberland	Replace	No
Bridge	069101	Mackenzie	RI 120 NT WHPL HWY	Cumberland	Preservation	No

RIDOT Bridge	Program											
STIP ID: 3075	PTS ID:	lge Group 5	6D Barto	n and Broad	d Amtrak Br	idges						
Municipality		Description										Responsible Agency
Pawtucket		Total replacent Corridor.	nent of the Broa	d Street Bridge	(#936) and re	moval of the Ba	arton Street Bri	dge (#916). Bo	th bridges span	n Amtrak's Nor	theast	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP		0.4000	0.6000	0.6000							1.6000
Design	OutYear					1.5000						1.5000
Design	RICAP Match		0.1000	0.1500	0.1500							0.4000
	Subtotal		0.5000	0.7500	0.7500	1.5000						3.5000
Construction	OutYear						3.5000	8.5000	8.0000			20.0000
	Subtotal						3.5000	8.5000	8.0000			20.0000
Other	OutYear								0.4000	0.8000	0.8000	2.0000
	Subtotal								0.4000	0.8000	0.8000	2.0000
	Total		0.5000	0.7500	0.7500	1.5000	3.5000	8.5000	8.4000	0.8000	0.8000	25.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	091601	Barton Street	BARTON ST	Pawtucket	Removal	No
Bridge	093601	Broad Street RR	RI 114 BROAD ST	Pawtucket	Replace	No

RIDOT Bridge	NDOT Bridge Program														
STIP ID: 3079	PTS ID: 0145B		Project Name: Bridge Group 57F Carolina Main Street												
Municipality											Responsible Agency				
Richmond		Total bridge replacement of the three Carolina Main Street bridges spanning the Pawcatuck River.									RIDOT				
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total			
Other	RICAP Match	0.0600										0.0600			
Other	STBG	0.2400										0.2400			
	Subtotal	0.3000										0.3000			
	Total	0.3000										0.3000			

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	005401	First Carolina North	RI 112 CAROLINA	Richmond	Replace	No
Bridge	005501	Second Carolina	RI 112 CAROLINA	Richmond	Replace	No
Bridge	005601	Third Carolina South	RI 112 CAROLINA	Richmond	Replace	No

RIDOT Bridge	Program												
STIP ID: 3084	PTS ID:	0194C	Project	t Name: Brid									
Municipality		Description										Responsible	Agency
Cranston		Total replacem	ent of Bridge #	922 on Park Av	enue in Crans	ton. This struc	cture spans Amti	rak's Northeas	st Corridor.			RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Construction	2020 Bridge	2.2000											2.2000
Construction	2021 Bridge	0.8000											0.8000
Construction	AugRed	1.8000											1.8000
Construction	RICAP Match	1.2000											1.2000
	Subtotal	6.0000											6.0000
Other	Closeouts		0.4000	0.4000									0.8000
Other	RICAP Match		0.1000	0.1000									0.2000
	Subtotal		0.5000	0.5000									1.0000
	Total	6.0000	0.5000	0.5000									7.0000
Assets Within Proj	ect												
Asset Type	Asset ID	Asset Name			Facility Carried			Municipality		Treatme	nt Type	SLR	
Bridge	092201	Park Ave RR				RI-12 Park Avenue			Cranston Replace				No

RIDOT Bridge	Program											
STIP ID: 3086	PTS ID:	: 0014N Project Name: Bridge Group 59CReservoir Ave Amtrak Bridge										
Municipality		Description										Responsible Agency
Providence	This line item will replace Bridge #327 on Reservoir Avenue in Providence. This structure spans Amtrak lines that are a part of Amtrak's Northeast Corridor.								RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2021 Bridge	1.1500										1.1500
Construction	Closeouts	4.8500	0.8000									5.6500
Construction	RICAP Match	1.5000	0.2000									1.7000
	Subtotal	7.5000	1.0000									8.5000
Other	Closeouts		0.6400	0.6400								1.2800
Other	RICAP Match		0.1600	0.1600								0.3200
	Subtotal		0.8000	0.8000								1.6000
	Total	7.5000	1.8000	0.8000								10.1000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	032701	Reservoir Ave RR	RI-2 Reservoir Avenue	Providence	Replace	No

RIDOT Bridge	Program											
STIP ID: 3089	PTS ID:	0014M	Projec	t Name: Bri	idge Group	62 Manvi	lle					
Municipality		Description										Responsible Agency
Cumberland		Major rehabilit	ation work, su	perstructure, a	nd/or total bri	dge replaceme	nt					RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	Bridge Formula		1.1200									1.1200
Construction	Closeouts	1.2800										1.2800
Construction	RICAP Match	0.3200	0.2800									0.6000
	Subtotal	1.6000	1.4000									3.0000
Other	Closeouts		0.8000									0.8000
Other	RICAP Match		0.2000									0.2000
	Subtotal		1.0000									1.0000
	Total	1.6000	2.4000									4.0000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
Bridge	039601	Manville	MANVILLE HILL RD	Cumberland	Replace	No	

RIDOT Bridge	Program											
STIP ID: 3090	PTS ID:	0014Z	Project	Name: Bri	dge Group	62T (K) R	I-146 at RI-1	16				
Municipality		Description										Responsible Agency
Lincoln		Total bridge re	placement.									RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	AugRed	1.0000										1.0000
Construction	HSIP	0.2750										0.2750
Construction	NHPP	0.4000										0.4000
Construction	RICAP Match	0.4250	0.1750									0.6000
Construction	STBG	0.3000	0.7000									1.0000
	Subtotal	2.4000	0.8750									3.2750
Other	Closeouts		1.2000									1.2000
Other	RICAP Match		0.3000									0.3000
	Subtotal		1.5000									1.5000
	Total	2.4000	2.3750									4.7750

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
Bridge	027601	Louisquisset Pike	RI 146 ED DOWL HWY	Lincoln	Replace	No	

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RIDOT Bridge	Program											
STIP ID: 3100	PTS ID:	9007H	Projec	t Name: Bri	dge Demolit	ion - Seeko	nk River RR	Bridge				
Municipality		Description										Responsible Agency
Providence			involves the de on and is a safe		Seekonk River	RR Bridge (also	known as the (Crook Point Ba	scule Bridge). 1	he structure i	s stuck in the	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.5000						0.5000
Design	RIDOT RIHMA				0.1000							0.1000
Design	STBG				0.4000							0.4000
	Subtotal				0.5000	0.5000						1.0000
Construction	OutYear						5.0000					5.0000
	Subtotal						5.0000					5.0000
Other	OutYear							0.2500	0.2500			0.5000
	Subtotal							0.2500	0.2500			0.5000
	Total 0.						5.0000	0.2500	0.2500			6.5000
Assets Within Proj	ect											

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	126001	Crook Point Bascule Bridge	E.Prov. Sec.Track	Providence	Removal	No

RIDOT Bridge	Program											
STIP ID: 3102	PTS ID:	0013Y	Projec	t Name: Bri	dge Group	19 I-95 Ra	mps, Provid	dence				
Municipality		Description										Responsible Agency
Providence		This project w	ill rehabilitate	several of the r	amps to and fro	om I-95 near th	e Providence V	iaduct.				RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					1.0000	3.5000					4.5000
	Subtotal					1.0000	3.5000					4.5000
Construction	OutYear							10.0000	28.0000	7.0000		45.0000
	Subtotal							10.0000	28.0000	7.0000		45.0000
Other	OutYear									1.5000	1.0000	2.5000
	Subtotal									1.5000	1.0000	2.5000
	Total					1.0000	3.5000	10.0000	28.0000	8.5000	1.0000	52.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	058001	Ramp AC Civic Center	RAMP A-C	Providence	Minor Rehab	No
Bridge	058101	Ramp CB-1 Civic Center	RAMP CB	Providence	Minor Rehab	No
Bridge	058401	Ramp DA Civic Center	I-95 RAMP DA	Providence	Minor Rehab	No
Bridge	058501	Ramp CA Civic Center	I-95 RAMP CA	Providence	Major Rehab	No
Bridge	084801	Ramp BC Civic Center	RAMP BC	Providence	Minor Rehab	No

RIDOT Bridge	Program												
STIP ID: 3108	PTS ID:	0168C	Projec	ct Name: Bri	idge Group	71 Victor	y Highway (Kent)					
Municipality		Description										Responsible	Agency
West Greenwich		Major rehabilit	ation work, s	uperstructure, a	and/or total bri	dge replaceme	nt.					RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	al
Other	Closeouts	0.2000											0.2000
Other	RICAP Match	0.0500											0.0500
	Subtotal	0.2500											0.2500
	Total	0.2500											0.2500
Assets Within Pro	ject												
Asset Type	Asset ID		Asset	: Name			Facility Carried		Munio	cipality	Treatme	ent Type	SLR
Bridge	058901	Victory Highwa	у			RI-102 Victory	Highway		West Greenw	ich	Replace		No

RIDOT Bridge	Program											
STIP ID: 3131	PTS ID:	0114V	Projec	t Name: Bri	dge Group	35T Gree	nville Avenเ	ıe				
Municipality		Description										Responsible Agency
Johnston		Total bridge re	placement for	the Greenville	Avenue bridge	s on I-295.						RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	AugRed	4.0800										4.0800
Construction	RICAP Match	1.0200										1.0200
	Subtotal	5.1000										5.1000
Other	Closeouts		0.4000									0.4000
Other	RICAP Match		0.1000									0.1000
	Subtotal		0.5000									0.5000
	Total 5.1		0.5000									5.6000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	074001	Greenville Ave NB	I-295 NB	Johnston	Replace	No
Bridge	074021	Greenville Ave SB	I-295 SB	Johnston	Replace	No

RIDOT Bridge Program

STIP ID: 3134	PTS ID:	0143C	Projec	ct Name: Br	idge Group	54A King	ston Road						
Municipality		Description										Responsible	Agency
Richmond		Total bridge rep	placement.									RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	tal
Construction	AugRed	4.0000											4.0000
Construction	RICAP Match	1.0000											1.0000
	Subtotal	5.0000											5.0000
Other	Closeouts	0.9680											0.9680
Other	RICAP Match	0.2420											0.2420
	Subtotal	1.2100											1.2100
	Total	6.2100											6.2100
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munio	cipality	Treatme	ent Type	SLR
Bridge	040301	Kingston Road				I-95 NB & SB			Richmond		Replace		No

RIDOT Bridge Program												
STIP ID: 3135	PTS ID:	0139D	Projec	t Name: Brid	dge Group 5	54B - Rt 138	Kingston S	Station RR				
Municipality		Description										Responsible Agency
South Kingstown		This line item	will replace Brid	lge #372 at Kin	gston Station.	This structure s	spans Amtrak li	nes that are a բ	oart of Amtrak	's Northeast Co	orridor.	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	Closeouts				2.0000							2.0000
Construction	NHPP		1.6000	2.6000								4.2000
Construction	OutYear					6.0000	6.0000	3.0000				15.0000
Construction	RICAP Match		0.4000	0.6500	0.4000							1.4500
	Subtotal		2.0000	3.2500	2.4000	6.0000	6.0000	3.0000				22.6500
Other	OutYear							0.2500	0.3000			0.5500
	Subtotal							0.2500	0.3000			0.5500
	Total		2.0000	3.2500	2.4000	6.0000	6.0000	3.2500	0.3000			23.2000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	037201	Kingston Station RR	RI-138 Kingstown Rd	South Kingstown	Replace	No

RIDOT Bridge	Program											
STIP ID: 3138	PTS ID:	0201L	Project	t Name: Bri	dge Group	57J Brow	ning Mill					
Municipality		Description										Responsible Agency
Exeter		This line item i Bridge #39, the	•						•	Ū		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	NHPP	0.4400										0.4400
Construction	RICAP Match	0.1100										0.1100
	Subtotal	0.5500										0.5500
Other	Closeouts	0.1600	0.1600									0.3200
Other	RICAP Match	0.0400	0.0400									0.0800
	Subtotal	0.2000	0.2000									0.4000
	Total	0.7500	0.2000									0.9500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	003801	Browning Mill	Arcadia Rd	Exeter	Major Rehab	No
Bridge	003901	Browning Mill Culvert	Arcadia Rd	Exeter	Removal	No

RIDOT Bridge	Program												
STIP ID: 3140	PTS ID:	0156D	Project	Name: Brid	dge Group	58A Divis	sion Street						
Municipality		Description										Responsible	Agency
East Greenwich		Total replaceme	ent of Bridge #	760, Division S	treet, which ca	arries Division S	St. over RI-4.					RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	tal
Construction	2020 Bridge	2.0700											2.0700
Construction	2021 Bridge	2.0000											2.0000
Construction	NHPP	1.5300	4.8000										6.3300
Construction	RICAP Match	1.4000	1.2000										2.6000
	Subtotal	7.0000	6.0000										13.0000
Other	Closeouts		0.8000	0.7600									1.5600
Other	RICAP Match		0.2000	0.1900									0.3900
	Subtotal		1.0000	0.9500									1.9500
	Total	7.0000	7.0000	0.9500									14.9500
Assets Within Proj	ect												
Asset Type	Asset ID		Asset N	lame			Facility Carried		Munic	cipality	Treatme	nt Type	SLR
Bridge	076001	Division				RI 401 DIVISIO	ON ST		East Greenwic	:h	Replace		No

RIDOT Bridge	Program											
STIP ID: 3147	PTS ID:	0032B	Project	Name: Brid	dge Group	69E Hunt	s Mills					
Municipality		Description										Responsible Agency
East Providence		Total bridge rep	olacement.									RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.1600										0.1600
Design	RICAP Match	0.0400										0.0400
	Subtotal	0.2000										0.2000
Construction	Closeouts		1.6800									1.6800
Construction	NHPP	3.8400										3.8400
Construction	RICAP Match	0.9600	0.4200									1.3800
	Subtotal	4.8000	2.1000									6.9000
Other	Closeouts			0.5200								0.5200
Other	RICAP Match			0.1300								0.1300
	Subtotal			0.6500								0.6500
	Total	5.0000	2.1000	0.6500								7.7500
Acces Mithin Duci												

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	020801	Hunts Mills	RI 114A PLEASNT ST	East Providence	Replace	No

RIDOT Bridge	Program											
STIP ID: 3154	PTS ID:	2604U	Projec	t Name: Brid	dge Group 7	'6 I-Way I	Preservation	า				
Municipality		Description										Responsible Agency
Providence			•	•	m the I-Way lir	•	-195 in Provid	ence. The appli	cation of	RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	2023 Bridge		0.2400	0.7200	0.2400							1.2000
Design	RICAP Match		0.0600	0.1800	0.0600							0.3000
	Subtotal		0.3000	0.9000	0.3000							1.5000
Construction	2023 Bridge				20.0000							20.0000
Construction	OutYear					20.5000						20.5000
Construction	RICAP Match				4.3000							4.3000
	Subtotal				24.3000	20.5000						44.8000
Other	OutYear						2.0000	1.7000				3.7000
	Subtotal						2.0000	1.7000				3.7000
	Total		0.3000	0.9000	24.6000	20.5000	2.0000	1.7000				50.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	107101	Ramp WS	I-195 W to I-95 SB	Providence	Preservation	No
Bridge	107201	Ramp WES	I-195 W To Eddy St	Providence	Preservation	No
Bridge	107301	Ramp NE	I-95 N TO I-195 E	Providence	Preservation	No
Bridge	107401	Ramp SE	Rmp SE-95S to 195E	Providence	Preservation	No
Bridge	107501	Ramp WN	I-195 RAMP WN	Providence	Preservation	No
Bridge	107601	Ramp NP	Ramp NP	Providence	Preservation	No
Bridge	107701	Ramp WP	Ramp WP	Providence	Preservation	No
Bridge	108101	Providence River Bridge	I-195 EB & WB	Providence	Preservation	Yes

RIDOT Bridge	Program											
STIP ID: 3155	PTS ID:	0015A	Project	t Name: Br	idge Group	15B Aqui	dneck Islan	d				
Municipality		Description										Responsible Agency
Middletown, New Tiverton	Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, dec repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.									nting, deck	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	Closeouts	0.1200	0.1200									0.2400
Other	RICAP Match	0.0300	0.0300									0.0600
	Subtotal	0.1500	0.1500									0.3000
	Total	0.1500	0.1500									0.3000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	010901	Mint Water Brook Culvert	RI 138 E Main Rd	Portsmouth	Preservation	No
Bridge	012701	Tiverton Four Corners	RI 77 West Main Rd	Tiverton	Preservation	No
Bridge	013001	Adamsville Fall River	RI 81Crandall Rd	Tiverton	Preservation	No
Bridge	013201	Bailey Brook	RI 138 E Main Rd	Middletown	Preservation	No
Bridge	015401	Norman Brook	RI 114 W Main Rd	Middletown	Preservation	No
Bridge	021201	Lawton Valley	RI 114 W Main Rd	Portsmouth	Preservation	No
Bridge	028401	Nanaquaket Pond	RI 77 MAIN RD	Tiverton	Preservation	Yes
Bridge	029001	Easton Beach	RI 138 Memorial Bd	Middletown	Preservation	Yes
Bridge	064401	Sprague Street	SPRAGUE ST	Portsmouth	Preservation	No
Bridge	064601	Freeborn Street NB	RI 24 NB	Portsmouth	Preservation	No
Bridge	064621	Freeborn Street SB	RI 24 SB	Portsmouth	Preservation	No
Bridge	064901	Eight Rod Way-Fish Rd NB	RI 24 NB	Tiverton	Preservation	No
Bridge	064921	Eight Rod Way-Fish Rd SB	RI 24 SB	Tiverton	Preservation	No
Bridge	069501	Motts Brook NB	RI 24 NB	Portsmouth	Preservation	No
Bridge	069521	Motts Brook SB	RI 24 SB & 114	Portsmouth	Preservation	No
Bridge	069601	Lawton Valley Brook	RI 114 W Main Rd	Portsmouth	Preservation	No
Bridge	115101	Ocean Avenue Anna2	Ocean Avenue	Newport	Preservation	Yes

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RIDOT Bridge	Program												
STIP ID: 3156	PTS ID:	0017D	Projec	t Name: Bri	idge Group 3	38_H Bra	nch River						
Municipality		Description										Responsible A	gency
North Smithfield		Major rehabili	tation work, su	ıperstructure, ε	and/or total brid	dge replaceme	ent. This project r	may require a	dditional funding	g beyond 2031	L.	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Design	OutYear								0.1000	0.2000	0.1000		0.4000
	Subtotal								0.1000	0.2000	0.1000		0.4000
Construction	OutYear										2.0000		2.0000
	Subtotal										2.0000		2.0000
	Total								0.1000	0.2000	2.1000		2.4000
Assets Within Proj	ject												
Asset Type	Asset ID		Asset	Name			Facility Carried		Municip	pality	Treatmer	nt Type	SLR
Bridge	010801	Branch River				RI 146A GREAT	T RD		North Smithfiel	ıd	Major Rehab		No

RIDOT Bridge	Program											
STIP ID: 3160	PTS ID:	0114W	Projec	ct Name: Bri	dge Group	12A Sano	ly Bottom					
Municipality		Description										Responsible Agency
Coventry		Total bridge rep	placement.									RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2020 Bridge	0.5000										0.5000
Construction	NHPP	1.1000	1.2800									2.3800
Construction	RICAP Match	0.4000	0.3200									0.7200
	Subtotal	2.0000	1.6000									3.6000
Other	Closeouts			0.2000	0.2000							0.4000
Other	RICAP Match			0.0500	0.0500							0.1000
	Subtotal			0.2500	0.2500							0.5000
	Total	2.0000	1.6000	0.2500	0.2500							4.1000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
Bridge	025701	Sandy Bottom	RI 33 SDY BTTM RD	Coventry	Replace	No	

RIDOT Bridge	Program											
STIP ID: 3162	PTS ID:	0031Z	Projec	t Name: Brid	lge Group ′	13B Route	e 146 C-2					
Municipality		Description										Responsible Agency
Lincoln, Providen	Preservation and/or rehabilitation of three bridges on or near RI-146. Bridge #049801 will receive preservation work, which may include painting, joint replacement, bridge washing, deck repairs, steel repairs, and other incidentals. Bridge #016201 will receive minor rehabilitation, with Bridge #042901 facing major rehabilitation. Rehabilitation may include structural repairs to one or more deck or superstructure components, or partial replacement of those components.								RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	PY State	0.2000										0.2000
	Subtotal	0.2000										0.2000
Construction	2020 Bridge	2.8000										2.8000
Construction	PY State		2.0000									2.0000
	Subtotal	2.8000	2.0000									4.8000
Other	PY State			0.5500								0.5500
	Subtotal			0.5500								0.5500
	Total	3.0000	2.0000	0.5500								5.5500

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	016201	Crookfall Brook	RI 126 Old RiverRd	Lincoln	Minor Rehab	No
Bridge	042901	Hawkins Street	HAWKINS ST	Providence	Major Rehab	No
Bridge	049801	Lincoln Woods Ped UP	RI 146 NB & SB	Lincoln	Preservation	No

RIDOT Bridge	RIDOT Bridge Program												
STIP ID: 3163	PTS ID:	0015C	Project	Name: Bri	dge Group	16B FOS,	JOH, PVD,	SCI					
Municipality		Description										Responsible Agency	
Foster, Johnston, Scituate	Foster, Johnston, Providence, Scituate Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incident									O,	RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Other	Closeouts	0.3200	0.3200									0.6400	
Other	RICAP Match	0.0800	0.0800									0.1600	
	Subtotal	0.4000	0.4000									0.8000	
	Total	0.4000	0.4000									0.8000	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	008301	Samson Amy Pond	Central Av	Johnston	Preservation	No
Bridge	009101	Pocasset Sluiceway	US 6A Hartford Ave	Johnston	Preservation	No
Bridge	014601	Centredale	US 44 PUTNAM PIKE	Johnston	Preservation	No
Bridge	020301	Irons	RI 128 G Wtrmn Rd	Johnston	Preservation	No
Bridge	023201	Atwood Ave	RI 5 Atwood Av	Johnston	Preservation	No
Bridge	023301	Hughesdale	RI 5 Atwood Av	Johnston	Preservation	No
Bridge	025201	Saundersville Culvert	RI 116 East Rd	Scituate	Preservation	No
Bridge	027401	Colvin Street	COLVIN ST	Scituate	Preservation	No
Bridge	029501	Dolly Cole Brook	US 6 DANIELSON PK	Foster	Preservation	No
Bridge	031701	Peeptoad Brook	RI 101 HARTFORD PK	Scituate	Preservation	No
Bridge	060501	Merino Pond	US 6 EB & WB	Providence	Preservation	No
Bridge	061001	Pocasset River Culvert	US 6 &RAMP AA & AB	Johnston	Preservation	No
Bridge	061101	Atwood Ave EB	US 6 EB	Johnston	Preservation	No
Bridge	061121	Atwood Ave WB	US 6 WB	Johnston	Preservation	No

RIDOT Bridge	RIDOT Bridge Program												
STIP ID: 3164	PTS ID:	0031Y	Project	Name: Bri	dge Group	18B EGR,	NKS						
Municipality		Description										Responsible Agency	
East Greenwich, N	Preservation - work to extend the useful service life of the structure, which may include joint replacement, bridge washing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert repairs and other incidentals.										RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Other	Closeouts	0.1000	0.1000									0.2000	
Other	RICAP Match	0.0250	0.0250									0.0500	
	Subtotal	0.1250	0.1250									0.2500	
	Total	0.1250	0.1250									0.2500	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	000401	Bleachery	US 1 Post Rd	East Greenwich	Preservation	No
Bridge	000801	Sandhill	Chadsey Rd	North Kingstown	Preservation	No
Bridge	000901	Babbitt Farm	US 1 Post Rd	North Kingstown	Preservation	No
Bridge	001201	Hamilton Mill	US 1A Bstn Nck Rd	North Kingstown	Preservation	No
Bridge	001301	Hamilton Canal	US 1A Bstn Nck Rd	North Kingstown	Preservation	No
Bridge	024701	Division Street Bridge	RI 401 Division St	East Greenwich	Preservation	No
Bridge	076801	Stony Lane	RI 4 NB & SB	North Kingstown	Preservation	No
Bridge	099201	Potowomut	POTOWOMUT RD	North Kingstown	Preservation	No
Bridge	106201	Goosenest Brook	LANG DRIVE	North Kingstown	Preservation	No
Bridge	115701	Kenyon Ave	Kenyon Av	East Greenwich	Preservation	No
Bridge	115801	Charles Eldredge	Cedar Av	East Greenwich	Preservation	No

RIDOT Bridge	Program											
STIP ID: 3166	PTS ID:	: TBD	Project	Name: Bridg	e Group 15	F Barring	ton Bridge	& Main Stre	et (RI-114) \	Warren		
Municipality		Description										Responsible Agency
Barrington, Warr	en		•	ng structural rep ith repairs and r			superstructure (components. R	I-114 will be re	surfaced from	Dyer St. to	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	PY State			0.1000	0.1500							0.2500
	Subtotal			0.1000	0.1500							0.2500
Construction	OutYear					2.6000	3.6000	1.9000				8.1000
Construction	PY State				1.0000							1.0000
	Subtotal				1.0000	2.6000	3.6000	1.9000				9.1000
Other	OutYear								0.1000	0.0500		0.1500
	Subtotal								0.1000	0.0500		0.1500
	Total			0.1000	1.1500	2.6000	3.6000	1.9000	0.1000	0.0500		9.5000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	012301	Barrington	RI 114/103 CNTY RD	Barrington	Minor Rehab	Yes
Pavement	Pave_246	RI-114, Main St. (Bristol T/L to Dyer St.)	RI-114	Warren	Level and Overlay	No
Sidewalk	SDW_43	SDW RI-114N Main St (Bristol T/L to Dyer St.)	RI-114N	Warren	Rehabilitation	No
Sidewalk	SDW_44	SDW RI-114S Main St. (Dyer St. to Bristol T/L)	RI-114S	Warren	Rehabilitation	No

RIDOT Bridge	Program											
STIP ID: 3171	PTS ID:	TBD	Project	Name: Brid	ge Group 17	'E Stillwa	ter Reservoi	r				
Municipality		Description										Responsible Agency
Smithfield		This project in	cludes total re	placement of to	wo bridges. It m	nay require ado	ditional funding	beyond 2031.				RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear						0.1000	0.2500	0.5000			0.8500
	Subtotal						0.1000	0.2500	0.5000			0.8500
Construction	OutYear									1.5000	1.5000	3.0000
	Subtotal									1.5000	1.5000	3.0000
Other	OutYear										0.1500	0.1500
	Subtotal										0.1500	0.1500
	Total						0.1000	0.2500	0.5000	1.5000	1.6500	4.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	024801	Stillwater Reservoir	RI-116 Pleasant View Ave	Smithfield	Replace	No
Bridge	113401	Mountaindale Rd Maria1	Mountaindale Rd	Smithfield	Replace	No

RIDOT Bridge	Program												
STIP ID: 3174	PTS ID:	0015D	Project	t Name: Bri	dge Group	40B Bath	Street						
Municipality		Description										Responsible	Agency
Providence		Total bridge replacement.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Other	Closeouts	0.1200	0.1200										0.2400
Other	RICAP Match	0.0300	0.0300										0.0600
	Subtotal	0.1500	0.1500										0.3000
	Total	0.1500	0.1500										0.3000
Assets Within Proj	ect												
Asset Type	Asset ID		Asset I	Name			Facility Carried		Munio	cipality	Treatme	nt Type	SLR
Bridge	077801	Bath Street Eas	t			BATH ST			Providence		Replace		Yes

RIDOT Bridge Program												
STIP ID: 3175	PTS ID:	0145Q	Projec	t Name: Br	idge Group	48A How	ard Road					
Municipality		Description									Responsible Agency	
Cumberland		Historic Major	Rehabilitation	- work, supers	structure, and/o	or total bridge	replacement fo	or a historic str	ucture.			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	Closeouts	0.0400										0.0400
Other	RICAP Match	0.0100										0.0100
	Subtotal	0.0500										0.0500
	Total	0.0500										0.0500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	045901	Howard Road	HOWARD RD	Cumberland	Historic Major Rehabilitation	No

RIDOT Bridge	Program											
STIP ID: 3177	PTS ID:	: 2601A	Projec	t Name: Bri	idge Group	43A Mohe	egan					
Municipality		Description										Responsible Agency
Burrillville		Major rehabilit	tation work, su	perstructure, a	and/or total bri	dge replaceme	nt					RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2021 Bridge	0.8000										0.8000
Construction	Closeouts	0.4000										0.4000
Construction	RICAP Match	3.3000										3.3000
	Subtotal	4.5000										4.5000
Other	Closeouts		0.4000									0.4000
Other	RICAP Match		0.1000									0.1000
	Subtotal		0.5000									0.5000
	Total	4.5000	0.5000									5.0000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
Bridge	067301	Mohegan	RI 102 BRONCO HWY	Burrillville	Major Rehab	No	

RIDOT Bridge	Program												
STIP ID: 3178	PTS ID:	2601S	Projec	t Name: Brid	lge Group	13C Great	Road Culve	rt					
Municipality		Description										Responsible	Agency
North Smithfield		Total bridge re	placement.									RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	OutYear					0.2500							0.2500
Design	RIDOT RIHMA			0.0200	0.0500								0.0700
Design	STBG			0.0800	0.2000								0.2800
	Subtotal			0.1000	0.2500	0.2500							0.6000
Construction	OutYear						1.5000	1.5000	0.2000				3.2000
	Subtotal						1.5000	1.5000	0.2000				3.2000
Other	OutYear								0.1000	0.1000			0.2000
	Subtotal								0.1000	0.1000			0.2000
	Total			0.1000	0.2500	0.2500	1.5000	1.5000	0.3000	0.1000			4.0000
Assets Within Proj	ect												
Asset Type	Asset ID		Asset I	Name		F	acility Carried		Munici	pality	Treatmer	nt Type	SLR
Bridge	119201	Great Road Cul	lvert			Great Road RI 1	46A		North Smithfiel	ld	Replace		No

RIDOT Bridge	Program											
STIP ID: 3179	PTS ID:	: 2607M	Projec	t Name: Brid	dge Group '	I3D Rout	e 146 C-3					
Municipality		Description										Responsible Agency
Lincoln, North Providence	congestion.								w collector-dis	tributor road v	vill be	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		0.2400	0.6400	2.4000							3.2800
Design	RICAP Match		0.0600	0.1600	0.6000							0.8200
	Subtotal		0.3000	0.8000	3.0000							4.1000
Construction	Bridge Formula				1.6000							1.6000
Construction	OutYear					17.0000	17.0000	15.0000				49.0000
Construction	RICAP Match				0.4000							0.4000
	Subtotal				2.0000	17.0000	17.0000	15.0000				51.0000
Other	OutYear								1.0000	1.0000		2.0000
	Subtotal								1.0000	1.0000		2.0000
	Total		0.3000	0.8000	5.0000	17.0000	17.0000	15.0000	1.0000	1.0000		57.1000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	041801	Cobble Hill Road	RI 146 ED DOWL HWY	Lincoln	Major Rehab	No
Bridge	042801	Wanskuck	RI 146 ED DOWL HWY	Providence	Replace	No
Bridge	043001	Admiral Street	ADMIRAL ST	Providence	Replace	No

RIDOT Bridge	Program											
STIP ID: 3181	PTS ID:	2601Q	Projec	t Name: Bri	dge Group	17A I-295	Cumberland	d				
Municipality		Description										Responsible Agency
Cumberland, Smit	hfield	This line item s (#74601) and S		replacement of dges.	the Diamond H	Hill Road bridge	over I-295 (#7	54) and the to	tal replacemen	t of the Dougla	s Pike NB	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.4000	1.2000									1.6000
Design	RICAP Match	0.1000	0.3000									0.4000
	Subtotal	0.5000	1.5000									2.0000
Construction	2023 Bridge			4.2000	1.7800							5.9800
Construction	Bridge Formula				6.6800							6.6800
Construction	Closeouts			6.0000								6.0000
Construction	NHPP			6.0000	12.6000							18.6000
Construction	RICAP Match			1.8000	2.3400							4.1400
	Subtotal			18.0000	23.4000							41.4000
Other	OutYear					0.3000	0.5000					0.8000
	Subtotal					0.3000	0.5000					0.8000
	Total	0.5000	1.5000	18.0000	23.4000	0.3000	0.5000					44.2000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	074601	Douglas Pike North	RI 7 DOUGLAS PIKE	Smithfield	Replace	No
Bridge	074621	Douglas Pike South	RI 7 DOUGLAS PIKE	Smithfield	Replace	No
Bridge	075401	Diamond Hill Road	RI 114 DMND HLL RD	Cumberland	Replace	No

RIDOT Bridge	Program											
STIP ID: 3182	PTS ID:	2601r	Project	: Name: Brid	lge Group 1	7B RI-102	Broncos H	wy Bridges	3			
Municipality		Description										Responsible Agency
Burrillville	of RI-7 and RI-102.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.1000	0.1500									0.2500
Design	STBG	0.4000	0.6000									1.0000
	Subtotal	0.5000	0.7500									1.2500
Construction	Bridge Formula			8.0000								8.0000
Construction	RICAP Match			2.0000	0.5500							2.5500
Construction	STBG				2.2000							2.2000
	Subtotal			10.0000	2.7500							12.7500
Other	OutYear					0.5000	0.5000					1.0000
	Subtotal					0.5000	0.5000					1.0000
	Total	0.5000	0.7500	10.0000	2.7500	0.5000	0.5000					15.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	011001	Nasonville Concrete Arch	RI 7 Douglas Pike	Burrillville	Minor Rehab	No
Bridge	011201	Glendale	VICTORY HWY	Burrillville	Major Rehab	No
Bridge	067201	Joslin Rd	RI 102 BRONCO HWY	Burrillville	Major Rehab	No
Other	WALL3182	BG17B Soil Nail Wall	RI-7	Burrillville	New Construction	No

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RIDOT Bridge	Program											
STIP ID: 3183	PTS ID:	2602D	Projec	t Name: Bri	dge Group '	17C Newe	II and Snee	ch				
Municipality		Description										Responsible Agency
Cumberland		Total replacem under TIPID 13	_	‡204, Newell Br	idge. This proj	ect also include	es rehabilitation	n of Sneech Po	ond Road and c	ulvert (#1245),	previously	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.0800	0.4400									0.5200
Design	RIDOT RIHMA	0.0200	0.1100									0.1300
	Subtotal	0.1000	0.5500									0.6500
Construction	Bridge Formula			2.8000								2.8000
Construction	RICAP Match			0.1500								0.1500
Construction	RIDOT RIHMA			0.5500	0.4300							0.9800
	Subtotal			3.5000	0.4300							3.9300
Other	Bridge Formula				1.7200							1.7200
Other	OutYear					0.1500	0.0500					0.2000
	Subtotal				1.7200	0.1500	0.0500					1.9200
	Total	0.1000	0.5500	3.5000	2.1500	0.1500	0.0500					6.5000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	020401	Newell	RI 114 DMND HLL RD	Cumberland	Replace	No
Bridge	124501	Sneech Pond Culvert	Sneech Pond Road	Cumberland	Major Rehab	No
Pavement	Pave_199	Sneech Pond Rd. (RI-120 to End)	Sneech Pond Rd.	Cumberland	Reclamation	No

RIDOT Bridge	Program											
STIP ID: 3184	PTS ID:	2605F	Project	Name: Brid	lge Group 1	3E West	River					
Municipality		Description										Responsible Agency
Providence		Total replacem	ent of the Wes	t River Bridge.	This bridge wa	s previously in	ıcluded in Bridg	ge Group 13D.				RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.3000	0.1900									0.4900
Design	RICAP Match	0.0600	0.0500									0.1100
	Subtotal	0.3600	0.2400									0.6000
Construction	Bridge Formula		3.2000	1.2200								4.4200
Construction	Closeouts			0.1100								0.1100
Construction	NHPP			0.5100								0.5100
Construction	RICAP Match		0.8000	0.4600								1.2600
	Subtotal		4.0000	2.3000								6.3000
Other	Bridge Formula			0.2400	0.0800							0.3200
Other	RICAP Match			0.0600	0.0200							0.0800
	Subtotal			0.3000	0.1000							0.4000
	Total	0.3600	4.2400	2.6000	0.1000							7.3000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
Bridge	088301	West River Street	WEST RIVER ST	Providence	Replace	No	

RIDOT Bridge	e Program											
STIP ID: 3188	PTS ID:	2603D	Projec	t Name: Brid	dge Group 1	I8D Hunt	River Bridge	es				
Municipality		Description										Responsible Agency
East Greenwich,	North Kingstown	Total bridge re	eplacement for	Bridges #006, 0	15, 1163, and	1167. Major re	ehabilitation of	Bridge #368, Es	ssex.			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.5000						0.5000
Design	RIDOT RIHMA			0.0400	0.0600							0.1000
Design	STBG			0.1600	0.2400							0.4000
	Subtotal			0.2000	0.3000	0.5000						1.0000
Construction	OutYear						2.0000	3.8500	3.5000			9.3500
	Subtotal						2.0000	3.8500	3.5000			9.3500
Other	OutYear									0.2500	0.2500	0.5000
	Subtotal									0.2500	0.2500	0.5000
	Total			0.2000	0.3000	0.5000	2.0000	3.8500	3.5000	0.2500	0.2500	10.8500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	000601	Hunt River	US 1 POST RD SB	North Kingstown	Replace	No
Bridge	001501	Austin Farm	US 1 POST RD NB	North Kingstown	Replace	No
Bridge	036801	Essex	AUSTIN RD	North Kingstown	Major Rehab	No
Bridge	116301	Frenchtown Rd 2	Frenchtown Rd	East Greenwich	Replace	No
Bridge	116701	North Quidnessett Rd	North Quidnessett	North Kingstown	Replace	No
Bridge	119801	Tillinghast #2	Tillinghast Rd	East Greenwich	Preservation	No

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RIDOT Bridge	Program											
STIP ID: 3190	PTS ID:	0016C	Projec	t Name: Bri	dge Group	21ABroadv	vay and We	stminster A	mtrak Bridg	ges		
Municipality		Description										Responsible Agency
Providence					tructure, and/c Il funding beyor	or total bridge re nd 2031.	eplacement on	a structure car	rying or spanni	ing Amtrak's N	ortheast	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.5000	1.0000	1.0000				2.5000
	Subtotal					0.5000	1.0000	1.0000				2.5000
Construction	OutYear								6.0000	6.0000		12.0000
	Subtotal								6.0000	6.0000		12.0000
Other	OutYear										0.5000	0.5000
	Subtotal										0.5000	0.5000
	Total					0.5000	1.0000	1.0000	6.0000	6.0000	0.5000	15.0000
Assets Within Proj	ect											
Asset Type	Asset ID		Asset	Name		F	acility Carried		Munici	pality	Treatme	nt Type SLR

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	092601	Westminster RR	WESTMINSTER ST	Providence	Amtrak Major Rehab	No
Bridge	092701	Broadway RR	BROADWAY	Providence	Amtrak Major Rehab	No

RIDOT Bridge	Program											
STIP ID: 3191	PTS ID:	TBD	Project	Name: Brid	ge Group 21	B_ROlne	ville Amtra	k Bridges				
Municipality		Description										Responsible Agency
Cranston, Provide	Amtrak Major Rehabilitation – work, superstructure, and/or total bridge replacement on a structure carrying or spanning Amtrak's Northeast Corridor. Bridges #045301 and #092501 are programmed for minor rehabilitation. This project may require additional funding beyond 2031.											RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear							1.0000	1.5000	2.0000		4.5000
	Subtotal							1.0000	1.5000	2.0000		4.5000
Construction	OutYear										15.0000	15.0000
	Subtotal										15.0000	15.0000
	Total							1.0000	1.5000	2.0000	15.0000	19.5000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	045301	Cranston Street Viaduct	RI 10 HUNTNGTN EXP	Cranston	Amtrak Minor Rehab	No
Bridge	088401	Magnan Road RR	MAGNAN RD	Providence	Amtrak Major Rehab	No
Bridge	092501	Union Ave RR	UNION AV	Providence	Amtrak Minor Rehab	No

RIDOT Bridge	Program											
STIP ID: 3192	PTS ID:	TBD	Project	Name: Brid	ge Group 21	IC_R Woo	odlawn Amtı	rak Bridges				
Municipality		Description										Responsible Agency
Pawtucket, Provid	Pawtucket, Providence Amtrak Major Rehabilitation – work, superstructure, and/or total bridge replacement on a structure carrying or spanning Amtrak's Northeast Corridor. This project may require additional funding beyond 2031.											RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear							2.0000	3.0000	3.0000		8.0000
	Subtotal							2.0000	3.0000	3.0000		8.0000
Construction	OutYear									6.5000	25.0000	31.5000
	Subtotal									6.5000	25.0000	31.5000
	Total							2.0000	3.0000	9.5000	25.0000	39.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	093101	Branch Ave RR	BRANCH AV	Providence	Amtrak Major Rehab	No
Bridge	093201	Smithfield Ave RR	RI 126 SMTHFLD AV	Providence	Amtrak Major Rehab	No
Bridge	093301	Lonsdale Ave RR	RI 122 LONSDALE AV	Pawtucket	Amtrak Major Rehab	No

RIDOT Bridge	Program											
STIP ID: 3197	PTS ID:	PTS ID: TBD Project Name: Bridge Group 23C Old Warwick Ave & Hardig Brook										
Municipality		Description								Responsible Agency		
North Providence	, Warwick	Warwick Ave b	cludes the total oridge in Warwi oprovements wi	ck. The structu	re will be repla	_				_		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		0.5600									0.5600
Design	RICAP Match		0.1400	0.4000	0.0600							0.6000
	Subtotal	1	0.7000	0.4000	0.0600							1.1600
Construction	2022 Bridge			0.0800								0.0800
Construction	Bridge Formula				2.8200							2.8200
Construction	OutYear					1.0000	1.5000					2.5000
Construction	RICAP Match				1.0000							1.0000
Construction	STBG				2.4400							2.4400
	Subtotal			0.0800	6.2600	1.0000	1.5000					8.8400
Other	OutYear					0.3000		0.6000	0.1000	0.1300		1.1300
	Subtotal	Ī				0.3000		0.6000	0.1000	0.1300		1.1300
	Total	I	0.7000	0.4800	6.3200	1.3000	1.5000	0.6000	0.1000	0.1300		11.1300

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	007901	Hardig Brook	RI 115 Tollgate Rd	Warwick	Replace	No
Bridge	117501	Old Warwick Ave	Old Warwick Av	Warwick	Replace	No
Bridge	126101	Airport Road Culvert	Airport Rd.	Warwick	Replace	No

RIDOT Bridge	Program											
STIP ID: 3199	PTS ID:	: 0016U	Project Name: Bridge Group 42A Warwick Mall / Red Brook									
Municipality	Description											Responsible Agency
Warwick, West W	'arwick	Major rehabilit	ajor rehabilitation work, superstructure, and/or total bridge replacement.									
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.1000										0.1000
Design	STBG	0.4000										0.4000
	Subtotal	0.5000										0.5000
Construction	2021 Bridge	0.5000										0.5000
Construction	Bridge Formula		1.7500									1.7500
Construction	RICAP Match	0.1250	0.4750	0.6000								1.2000
Construction	STBG		0.1500	2.4000								2.5500
	Subtotal	0.6250	2.3750	3.0000								6.0000
Other	Closeouts				0.4000							0.4000
Other	RICAP Match				0.1000							0.1000
	Subtotal				0.5000							0.5000
	Total	1.1250	2.3750	3.0000	0.5000							7.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	025901	Red Brook	RI 3 Tiogue Av	West Warwick	Preservation	No
Bridge	082001	West Natick Road Br	WEST NATICK RD	Warwick	Major Rehab	No
Bridge	082101	Warwick Mall Br	JUG HANDLE RD	Warwick	Preservation	No

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RIDOT Bridge	Program											
STIP ID: 3201	PTS ID:	2601P	Project Name: Bridge Group 42C Greene Bridges									
Municipality		Description	otion								Responsible Agency	
Coventry	Total bridge replacem											RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	2023 Bridge				0.2400							0.2400
Design	RICAP Match				0.0600							0.0600
Design	RIDOT RIHMA		0.0400	0.0500								0.0900
Design	STBG		0.1600	0.2000								0.3600
	Subtotal		0.2000	0.2500	0.3000							0.7500
Construction	AugRed				2.8000							2.8000
Construction	OutYear					1.5000	1.0000	1.0000				3.5000
Construction	RIDOT RIHMA				0.7000							0.7000
Subtotal					3.5000	1.5000	1.0000	1.0000				7.0000
Other	OutYear								0.0500	0.0500		0.1000
Subtotal									0.0500	0.0500		0.1000
	Total		0.2000	0.2500	3.8000	1.5000	1.0000	1.0000	0.0500	0.0500		7.8500

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	084301	Maple Valley Road	MAPLE VALLEY RD	Coventry	Replace	No
Bridge	084601	Nicholas Road	NICHOLAS RD	Coventry	Replace	No

RIDOT Bridge	Program												
STIP ID: 3202	PTS ID:	2602K	Projec	t Name: Bri	dge Group	40C Tar E	Bridge						
Municipality		Description										Responsible	Agency
Providence	This project includes major rehabilitation work, replacer other bridge elements. This project will require extensive						,			•	n repair of	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	OutYear							0.2500	0.5000				0.7500
	Subtotal							0.2500	0.5000				0.7500
Construction	OutYear									2.5000	3.5000		6.0000
	Subtotal									2.5000	3.5000		6.0000
	Total							0.2500	0.5000	2.5000	3.5000		6.7500
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munici	pality	Treatme	nt Type	SLR
Bridge	051301	Tar Bridge	r Bridge			MANTON AV Providence Major Reha				Major Rehab		No	

RIDOT Bridge Program												
STIP ID: 3208	PTS ID:	2603L	Project	t Name: Brid	dge Group 2	24A Greys	stone Sluice	eway				
Municipality	Municipality Description											Responsible Agency
North Providence	•	This project w	ill remove bridg	ge #014501, the	e Greystone Slu	iceway. The b	ridge will be re	placed by a pe	destrian and bi	cycle-accessible	e structure.	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		0.2800									0.2800
Design	RICAP Match		0.0700									0.0700
	Subtotal		0.3500									0.3500
Construction	Bridge Formula			2.6000	0.4000							3.0000
Construction	RICAP Match			0.6500	0.1000							0.7500
	Subtotal			3.2500	0.5000							3.7500
	Total 0			3.2500	0.5000							4.1000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	014501	Greystone Sluiceway	GREYSTONE AV	North Providence	Replace	No

RIDOT Bridge Program												
STIP ID: 3210	PTS ID:	0017C	Projec	t Name: Br	idge Group	50 Goat Is	land					
Municipality		Description										Responsible Agency
Newport	Major rehabilitation work, superstructure, and/or total bridge replacement. This p Bridge from the bridge to America's Cup Avenue.							will also resurf	face the approa	ach to the Goat	Sisland	RIDOT
Phase	Funding								2029	2030	2031	Total
Design	OutYear					1.0000	3.0000	0.5000				4.5000
	Subtotal					1.0000	3.0000	0.5000				4.5000
Construction	OutYear								5.0000	8.0000	7.0000	20.0000
	Subtotal								5.0000	8.0000	7.0000	20.0000
	Total					1.0000	3.0000	0.5000	5.0000	8.0000	7.0000	24.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	069701	Goat Island Causeway	GOAT ISL CAUSEWAY	Newport	Major Rehab	Yes
Pavement	Pave_44651	RI-238 (RI-138A to Goat Island Bridge)	RI-238	Newport	Level and Overlay	No

RIDOT Bridge Program												
STIP ID: 3220	PTS ID:	2606B	Projec	t Name: Brid	dge Group	45B_H Kir	ngs Factory	,				
Municipality		Description										Responsible Agency
Richmond		Historic Major	Rehabilitation	– work, superst	tructure, and/c	or total bridge r	eplacement or	n historic bridg	e(s).			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.0200	0.0400									0.0600
Design	STBG	0.0800	0.1600									0.2400
	Subtotal	0.1000	0.2000									0.3000
Construction	Bridge Formula		1.7500									1.7500
Construction	RICAP Match		0.4500	0.4500	0.1000							1.0000
Construction	STBG			1.7500	0.4000							2.1500
	Subtotal		2.2000	2.2000	0.5000							4.9000
Other	OutYear					0.5000						0.5000
	Subtotal					0.5000						0.5000
	Total	0.1000	2.4000	2.2000	0.5000	0.5000						5.7000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	054201	Kings Factory	KINGS FACTORY RD	Richmond	Replace	No

RIDOT Bridge	Program												
STIP ID: 3222	PTS ID:	2602X	Project	Name: Br	ridge Group	45C_H C	ottrell						
Municipality		Description										Responsible	Agency
Westerly		Historic Major F	Rehabilitation -	– work, super	structure, and/	or total bridge	replacement on	n historic bridg	e(s).			RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	tal
Construction	2021 Bridge	1.4000											1.4000
Construction	Bridge Formula												0.4000
Construction	NHPP	0.5200	0.5200										0.5200
Construction	RICAP Match	0.4800	0.1000										0.5800
	Subtotal	2.4000	0.5000										2.9000
Other	Closeouts		0.4000										0.4000
Other	RICAP Match		0.1000										0.1000
	Subtotal		0.5000										0.5000
	Total 2.4000		1.0000										3.4000
Assets Within Pro	sets Within Project												
Asset Type	Asset ID Asset Name				Facility Carried		Munic	cipality	Treatme	nt Type	SLR		
Bridge	019301				RI 91 WEST BE	RAD RD		Westerly		Replace		No	

RIDOT Bridge Program												
STIP ID: 3227	PTS ID:	2603J	Projec	t Name: Bri	dge Group 2	27_RWest	erly Amtrak	Bridges				
Municipality		Description										Responsible Agency
Westerly	Amtrak Major Rehabilitation – work, superstructure, and/or total bridge replacement on a structure carrying or spanning railway lines in Amtrak's Northeast Corridor. This project may require additional funding beyond 2031.										RIDOT	
Phase	Funding									2031	Total	
Design	OutYear						0.4000	0.6000	1.5000	0.5000		3.0000
	Subtotal						0.4000	0.6000	1.5000	0.5000		3.0000
Construction	OutYear									10.0000	15.0000	25.0000
	Subtotal									10.0000	15.0000	25.0000
	Total						0.4000	0.6000	1.5000	10.5000	15.0000	28.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	085601	Chapman Pond RR	RI 78 WEST BY-PASS	Westerly	Major Rehab	No
Bridge	091801	Hopkinton Road RR	OLD HOPKINTON RD	Westerly	Major Rehab	No
Bridge	092001	High Street RR	RI 3 HIGH ST	Westerly	Major Rehab	No

RIDOT Bridge	RIDOT Bridge Program												
STIP ID: 3228	PTS ID:	2602V	Project	t Name: Brid	dge Group 4	I4_H Non	quit Pond						
Municipality		Description										Responsible Agency	
Tiverton Historic Major Rehabilitation – Total bridge					eplacement fo	r the Nonquit F	Pond Bridge.					RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Design	RICAP Match	0.0200	0.0500									0.0700	
Design	STBG	0.0800	0.2000									0.2800	
	Subtotal	0.1000	0.2500									0.3500	
Construction	Bridge Formula			1.7500	0.8000							2.5500	
Construction	PROTECT			0.8000								0.8000	
Construction	RICAP Match			0.9000	0.2000							1.1000	
	Subtotal			3.4500	1.0000							4.4500	
Other	OutYear					0.1250						0.1250	
Other	RICAP Match				0.1000							0.1000	
Other	STBG				0.0250							0.0250	
	Subtotal				0.1250	0.1250						0.2500	
	Total	0.1000	0.2500	3.4500	1.1250	0.1250						5.0500	

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
Bridge	029201	Nonquit Pond	POND BRIDGE RD	Tiverton	Replace	Yes	1

RIDOT Bridge	Program											
STIP ID: 3231	PTS ID:	2606M	Projec	ct Name: Br	idge Group 2	24C_H As	hton Viadu	ct				
Municipality		Description										Responsible Agency
Cumberland, Line	coln			of Bridge #275 elly House brid	5, the Ashton Via ge (#179).	nduct, including	g structural rep	airs to one or r	nore deck or su	uperstructure c	components.	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.6000	1.0000					1.6000
Design	RIDOT RIHMA				0.0800							0.0800
Design	STBG				0.3200							0.3200
	Subtotal				0.4000	0.6000	1.0000					2.0000
Construction	OutYear							8.0000	14.0000	1.0000		23.0000
	Subtotal							8.0000	14.0000	1.0000		23.0000
Other	OutYear									1.0000	1.0000	2.0000
	Subtotal									1.0000	1.0000	2.0000
	Total				0.4000	0.6000	1.0000	8.0000	14.0000	2.0000	1.0000	27.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	017901	Kelly House	LOWER RIVER RD	Lincoln	Preservation	No
Bridge	027501	Ashton Viaduct	RI 116 G WASH HWY	Cumberland	Minor Rehab	No

RIDOT Bridge	Program												
STIP ID: 3269	PTS ID:	2606K	Project	t Name: Brid	dge Group 4	46_R Lafa	yette RR						
Municipality		Description										Responsible A	Agency
North Kingstown		Amtrak Minor in the Northea	Rehabilitation - ast Corridor.	- including repa	airs to one or n	nore deck or su	perstructure co	omponents fo	r a bridge carry	ring or spanning	g Amtrak lines	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	ıl
Design	Bridge Formula		0.3200	0.1200									0.4400
Design	RICAP Match		0.0800	0.0300									0.1100
	Subtotal		0.4000	0.1500									0.5500
Construction	Bridge Formula			1.6000	1.7600								3.3600
Construction	OutYear					2.0000							2.0000
Construction	RICAP Match			0.4000	0.4400								0.8400
	Subtotal			2.0000	2.2000	2.0000							6.2000
Other	OutYear					0.2000	0.2500						0.4500
	Subtotal					0.2000	0.2500						0.4500
	Total		0.4000	2.1500	2.2000	2.2000	0.2500						7.2000
Assets Within Proj	ect												

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
Bridge	024301	Lafayette RR	RI 4 COL RODMAN HY	North Kingstown	Minor Rehab	No	

RIDOT Bridge	Program											
STIP ID: 3276	PTS ID:	: TBD	Project	Name: Brid	ge Group 08	BE Blackst	one Viaduc	t				
Municipality		Description										Responsible Agency
Cumberland, Line	coln		•	•	pairs to one or rehab will also		•		Ū	, ,		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.4000	0.6000	1.0000				2.0000
	Subtotal	I				0.4000	0.6000	1.0000				2.0000
Construction	OutYear								13.5000	13.0000		26.5000
	Subtotal	ſ							13.5000	13.0000		26.5000
Other	OutYear									0.5000	0.5000	1.0000
	Subtotal									0.5000	0.5000	1.0000
	Total					0.4000	0.6000	1.0000	13.5000	13.5000	0.5000	29.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	074901	Old River Road	RI 126 OLD RIVERRD	Lincoln	Minor Rehab	No
Bridge	075001	Blackstone Viaduct NB	I-295 NB	Cumberland	Minor Rehab	No
Bridge	075021	Blackstone Viaduct SB	I-295 SB	Cumberland	Minor Rehab	No

DIDOT Del Inc	Duraman											
RIDOT Bridge	Program											
STIP ID: 3282	PTS ID:	: TBD	Project I	Name: Bride	ge Group 08	A I-295 Br	ridges in Cu	ımberland				
Municipality		Description										Responsible Agency
Cumberland	this project.							RIDOT				
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.4000	1.2000					1.6000
Design	RIDOT RIHMA				0.0200							0.0200
Design	STBG				0.0800							0.0800
	Subtotal	ı			0.1000	0.4000	1.2000					1.7000
Construction	OutYear						1.0000	9.0000	5.0000			15.0000
	Subtotal	ı					1.0000	9.0000	5.0000			15.0000
Other	OutYear								0.4000	0.4000		0.8000
	Subtotal	ı							0.4000	0.4000		0.8000
	Total	ı			0.1000	0.4000	2.2000	9.0000	5.4000	0.4000		17.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	075501	Abbott Run Valley Rd NB	I-295 NB	Cumberland	Major Rehab	No
Bridge	075521	Abbott Run Valley Rd SB	I-295 SB	Cumberland	Major Rehab	No
Bridge	075601	Abbott Run Culvert	I-295 NB & SB	Cumberland	Minor Rehab	No

RIDOT Bridge	Program											
STIP ID: 3283	PTS ID:	2603G	Projec	t Name: Brid	dge Group	33A Prov	idence Stre	et Bridge				
Municipality		Description										Responsible Agency
West Warwick		Major rehabilit	tation work, su	perstructure, ar	nd/or total brid	dge replacemer	nt.					RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.8000										0.8000
Design	RICAP Match	0.2000										0.2000
	Subtotal	1.0000										1.0000
Construction	2022 Bridge			2.3000								2.3000
Construction	Bridge Formula		1.9000									1.9000
Construction	Closeouts		0.9000	0.9000								1.8000
Construction	NHPP		2.4000									2.4000
Construction	RICAP Match		1.3000	0.8000								2.1000
	Subtotal		6.5000	4.0000								10.5000
Other	Bridge Formula				0.4000							0.4000
Other	OutYear					0.5000						0.5000
Other	RICAP Match				0.1000							0.1000
	Subtotal				0.5000	0.5000						1.0000
	Total	1.0000	6.5000	4.0000	0.5000	0.5000						12.5000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
Bridge	072601	Providence Street	RI 33 PROVIDNCE ST	West Warwick	Major Rehab	No	

RIDOT Bridge	Program											
STIP ID: 3296	PTS ID:	2607F	Project	Name: Brid	lge Group 0	8 I-295 B	ridges in W	arwick				
Municipality		Description										Responsible Agency
Warwick, West V	/ arwick	#072121, #072 washing, zone repairs and ot	eplacement of the West Natick Road NB and SB Bridges, #072501 and #072521. Preservation work will be performed on Bridges #072101, 172121, #072201, and #072221. This work will extend the useful service life of the structures, which may include joint replacement, bridge ashing, zone painting, deck repairs, minimum to moderate concrete or steel superstructure repairs, moderate substructure repairs, culvert pairs and other incidentals.							RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula			2.6000	0.8000							3.4000
Design	NHPP		1.4000									1.4000
Design	RIDOT RIHMA		0.3500	0.6500	0.2000							1.2000
	Subtotal	1	1.7500	3.2500	1.0000							6.0000
Construction	NHPP				5.2000							5.2000
Construction	OutYear					29.0000	29.0000	5.5000				63.5000
Construction	RIDOT RIHMA				1.3000							1.3000
	Subtotal	1			6.5000	29.0000	29.0000	5.5000				70.0000
Other	OutYear							1.0000	0.5000			1.5000
	Subtotal	Ī						1.0000	0.5000			1.5000
	Total		1.7500	3.2500	7.5000	29.0000	29.0000	6.5000	0.5000			77.5000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	072101	Pawtuxet River So. (NB)	I-295 NB	Warwick	Minor Rehab	No
Bridge	072121	Pawtuxet River So. (SB)	I-295 SB	Warwick	Minor Rehab	No
Bridge	072201	Bald Hill Road NB	I-295 NB	Warwick	Replacement	No
Bridge	072221	Bald Hill Road SB	I-295 SB	Warwick	Replacement	No
Bridge	072501	West Natick Road NB	I-295 NB	West Warwick	Replace	No
Bridge	072521	West Natick Road SB	I-295 SB	West Warwick	Replace	No

RIDOT Bridge	e Program											
STIP ID: 3301	PTS ID:	: TBD	Project	Name: Bridg	e Group 51	C RI-37 C	-4					
Municipality		Description										Responsible Agency
Cranston, Warw	ck	area. The othe	er bridges on th	iperstructure, an his corridor are b east Corridor. Th	eing addressed	d by Bridge Gro	ups 51A and 53	1B. Bridges 63	-		_	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP				0.7500							0.7500
Design	OutYear					2.0000						2.0000
Design	RICAP Match			0.1000	0.4000							0.5000
Design	STBG			0.4000	0.8500							1.2500
	Subtota	l		0.5000	2.0000	2.0000						4.5000
Construction	2023 RAISE				25.0000							25.0000
Construction	OutYear					17.5000	24.0000	20.7500				62.2500
Construction	RICAP Match				6.2500							6.2500
	Subtota	l			31.2500	17.5000	24.0000	20.7500				93.5000
Other	OutYear							1.0000	1.0000			2.0000
	Subtota	I						1.0000	1.0000			2.0000
	Total	I		0.5000	33.2500	19.5000	24.0000	21.7500	1.0000			100.0000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	061601	Glenhills Drive	GLENHILLS DRIVE	Cranston	Major Rehab	No
Bridge	062301	Oaklawn Ave	RI 37 EB & WB	Cranston	Major Rehab	No
Bridge	062401	New London Ave	RI 37 EB & WB	Cranston	Major Rehab	No
Bridge	062501	Howard	RI 37 EB & WB	Cranston	Remove	No
Bridge	063601	Hillsgrove RR South	RI 37 EB	Warwick	Replace	No
Bridge	063701	Hillsgrove RR North	RI 37 WB	Warwick	Replace	No
Bridge	063801	Boston Post Road	RI 37 EB & WB	Warwick	Remove	No
Bridge	081601	Meshanticut Brook Culvert 6	Ramps E-S,E-N,S-E	Cranston	Major Rehab	No
Pavement	PAVE_400	RI-37 Loop Ramps	Ramps N-W, S-W	Warwick	Remove	No

RIDOT Bridge	Program											
STIP ID: 3358	PTS ID:	0013B	Projec	t Name: Bri	idge Group	02 I-95 Brid	dges, Provi	dence Sout	h			
Municipality		Description										Responsible Agency
Providence	Bridges #057201 and 057301: Major rehab, including full deck replacement.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					1.0000	2.5000	0.5000				4.0000
	Subtotal					1.0000	2.5000	0.5000				4.0000
Construction	OutYear							10.0000	25.0000	7.5000		42.5000
	Subtotal							10.0000	25.0000	7.5000		42.5000
Other	OutYear									1.2500	1.2500	2.5000
	Subtotal									1.2500	1.2500	2.5000
	Total					1.0000	2.5000	10.5000	25.0000	8.7500	1.2500	49.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	057201	Westminster Street	WESTMINSTER ST	Providence	Major Rehab	No
Bridge	057301	Washington Street	WASHINGTON ST	Providence	Major Rehab	No
Bridge	065101	Public Street	I-95 NB & SB	Providence	Minor Rehab	No
Bridge	065201	O'Connell Street	I-95 N&S & RAMP WS	Providence	Minor Rehab	No
Bridge	065401	Allens Ave Ramp	I-95 RAMP BR-7	Providence	Minor Rehab	No
Bridge	065501	Thurbers Ave	I-95 NB & SB	Providence	Minor Rehab	No

RIDOT Bridge	RIDOT Bridge Program											
STIP ID: 3383	PTS ID:	2606V	Project	t Name: Brid	dge Group	17D BUR						
Municipality		Description										Responsible Agency
Burrillville		Major rehabili	tation work, su	perstructure, a	nd/or total rep	lacement for to	wo bridges on	RI-102, Bronco	s Highway.			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		0.8000									0.8000
Design	PY State		0.2000									0.2000
	Subtotal		1.0000									1.0000
Construction	Bridge Formula		2.0000	6.0000								8.0000
Construction	PY State		0.5000	1.5000								2.0000
	Subtotal		2.5000	7.5000								10.0000
Other	Bridge Formula				0.8000							0.8000
Other	OutYear					0.7000						0.7000
Other	RICAP Match				0.2000							0.2000
	Subtotal				1.0000	0.7000						1.7000
	Total		3.5000	7.5000	1.0000	0.7000						12.7000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	067001	Pascoag River	RI 102 BRONCO HWY	Burrillville	Major Rehab	No
Bridge	067101	Lapham	RI 102 BRONCO HWY	Burrillville	Major Rehab	No

RIDOT Bridge	Program											
STIP ID: 3679	PTS ID:	2606C	Projec	t Name: Brid	dge Group	33B Paw	tuxet Valley	RR Bridge				
Municipality		Description										Responsible Agency
Cranston		Removal of the	Pawtuxet Vall	ley Railroad Brid	dge (#067901)	over Interstate	e 95.					RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.1600										0.1600
Design	RICAP Match	0.0400										0.0400
	Subtotal	0.2000										0.2000
Construction	NHPP	0.3200	0.8800									1.2000
Construction	RICAP Match	0.0800	0.2200									0.3000
	Subtotal	0.4000	1.1000									1.5000
Other	NHPP			0.0800								0.0800
Other	RICAP Match			0.0200								0.0200
	Subtotal			0.1000								0.1000
	Total	0.6000	1.1000	0.1000								1.8000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	067901	Pawtuxet Valley RR	Pontiac Br RR	Cranston	Removal	No

RIDOT Bridge	Program											
STIP ID: 6999	PTS ID:	TBD	Project N	ame: Imme	diate Action	n - Bridge						
Municipality		Description										Responsible Agency
Cranston		This line item in structural items through inspec	s such as walls,	•						•	•	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2021 GO Bond	3.1000										3.100
Construction	2023 Bridge		12.2940									12.294
Construction	AugRed	0.5000	1.2300	4.0800	0.1200							5.930
Construction	Bridge Formula		4.0000	0.3500	2.1000							6.450
Construction	OutYear					12.0000	12.0000	20.0000	20.0000	20.0000	20.0000	104.000
Construction	PY State			1.5250	1.0000							2.525
Construction	RICAP Match		4.5730		2.8400							7.413
Construction	RIDOT RIHMA	11.0000	10.0000	11.7300	9.5000							42.230
Construction	STBG	0.9000										0.900
	Subtotal	15.5000	32.0970	17.6850	15.5600	12.0000	12.0000	20.0000	20.0000	20.0000	20.0000	184.842
	Total	15.5000	32.0970	17.6850	15.5600	12.0000	12.0000	20.0000	20.0000	20.0000	20.0000	184.842

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	066101	Wellington Ave	I-95 NB & SB	Cranston	Replace	No

RIDOT Bridge	Program											
STIP ID: 7201	PTS ID:	10000A	Proje	ct Name: Bı	ridge Insped	ction, Rating	gs, Permits,	and Databa	ase Manage	ment		
Municipality		Description										Responsible Agency
Admin / Statewid	e		nvolves the act lated to bridge			tion of bridges	throughout the	e state, includir	ng the gatherin	g and storage o	of	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2020 Bridge	7.0000										7.0000
	Subtotal	7.0000										7.0000
Other	OutYear					23.2500	23.2500	23.2500	23.2500	23.2500	23.2500	139.5000
Other	RICAP Match	4.4500	4.6500	4.6500	4.6500							18.4000
Other	STBG	10.8000	18.6000	18.6000	18.6000							66.6000
	Subtotal	15.2500	23.2500	23.2500	23.2500	23.2500	23.2500	23.2500	23.2500	23.2500	23.2500	224.5000
	Total	22.2500	23.2500	23.2500	23.2500	23.2500	23.2500	23.2500	23.2500	23.2500	23.2500	231.5000

RIDOT Bridge	Program											
STIP ID: 7202	PTS ID:	TBD	Project N	lame: Brid	ge Preserva	tion - 2022	& 2023					
Municipality		Description										Responsible Agency
Admin / Statewid	е	This line item pand 2023.	orovides fundin	g for bridge p	reservation effo	orts throughou	t the state to m	nitigate long ter	rm bridge dete	rioration costs	during 2022	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2020 Bridge	2.0000										2.0000
Construction	Bridge Formula		2.4000									2.4000
Construction	RIDOT RIHMA	1.0000	0.6000									1.6000
Construction	STBG	2.0000										2.0000
	Subtotal	5.0000	3.0000									8.0000
	Total	5.0000	3.0000									8.0000

RIDOT Bridge Program													
STIP ID: 7204	PTS ID:	TBD	Project	Name: Bridg	e Preserva	tion - 2024							
Municipality		Description										Responsible Agency	
Admin / Statewid	le	This line item	provides fundi	vides funding for bridge preservation efforts throughout the state to mitigate long term bridge deterioration costs during 2024									
Phase	Funding	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Construction	AugRed			4.0000								4.0000	
Construction	PY State			1.0000								1.0000	
	Subtotal			5.0000								5.0000	
	Total			5.0000								5.0000	

RIDOT Bridge	RIDOT Bridge Program													
STIP ID: 7205	PTS ID:	TBD	Project	Name: Brid	ge Preservat	ion - 2025								
Municipality		Description										Responsible Agency		
Admin / Statewic	de	This line item	provides fundi	ng for bridge pı	during 2025.	RIDOT								
Phase	Funding	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total			
Construction	Bridge Formula				4.0000							4.0000		
Construction	RIDOT RIHMA				1.0000							1.0000		
	Subtotal				5.0000							5.0000		
	Total				5.0000							5.0000		

RIDOT Bridge	RIDOT Bridge Program													
STIP ID: 7206	PTS ID:	: TBD	Project	Name: Brid	ge Preserva	tion - Outyea	ars							
Municipality		Description										Responsible Agency		
Admin / Statewide	e	This line item outyears of the				orts throughout	the state to mi	tigate long terr	n bridge deteri	ioration costs o	during the	RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Construction						8.6500	9.1500	10.1500	9.5000	12.0000	13.5000	62.9500		
	Subtotal					8.6500	9.1500	10.1500	9.5000	12.0000	13.5000	62.9500		
	Total					8.6500	9.1500	10.1500	9.5000	12.0000	13.5000	62.9500		

RIDOT Bridge Program													
STIP ID: 7212	PTS ID:	TBD	Project	Name: State	e Bridge Pre	servation -	2022						
Municipality		Description										Responsible Agency	
Admin / Statewid	e	This line item p 2022.	provides state	funding for bri	dge preservatio	n efforts throu	ighout the state	e to mitigate lo	ng term bridge	deterioration	costs during	RIDOT	
Phase	Funding 2022 2023 2024 2025 2026 2027 2028							2029	2030	2031	Total		
Construction	PY State	2.8000										2.8000	
Construction	RICAP Match	5.2000										5.2000	
Construction	RIDOT RIHMA	2.0000										2.0000	
	Subtotal 10.00											10.0000	
	Total	10.0000										10.0000	

RIDOT Bridge	Program											
STIP ID: 7213	PTS ID:	TBD	Project N	lame: State	Bridge Pre	servation -	2023					
Municipality		Description										Responsible Agency
Admin / Statewid	e	This line item 2023.	provides state fo	unding for bri	dge preservatio	n efforts throu	ighout the state	e to mitigate lo	ng term bridge	deterioration	costs during	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	PY State		8.3300									8.3300
Construction	RICAP Match		0.5000									0.5000
Construction	RIDOT RIHMA		3.1700									3.1700
	Subtotal		12.0000									12.0000
	Total		12.0000									12.0000

RIDOT Bridge	RIDOT Bridge Program												
STIP ID: 7214	PTS ID:	: TBD	Project	Name: State	Bridge Pre	servation -	2024						
Municipality		Description										Responsible Agency	
Admin / Statewid	е	provides state	funding for brid	ge preservatio	n efforts throu	ghout the state	e to mitigate lo	ng term bridge	deterioration	costs during	RIDOT		
Phase	Funding	2024. Funding 2022 2023 202				2026	2027	2028	2029	2030	2031	Total	
Construction	PY State											7.5000	
Construction				0.8920								0.8920	
	Subtotal			8.3920								8.3920	
	Total			8.3920								8.3920	

RIDOT Bridge	Program											
STIP ID: 7215	PTS ID:	: TBD	Project	Name: State	Bridge Pre	servation -	2025					
Municipality		Description										Responsible Agency
Admin / Statewio	dmin / Statewide This line item provides state funding for bridge preservatio 2025.							e to mitigate lo	ng term bridge	deterioration	costs during	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	PY State				6.6000							6.6000
Construction	RICAP Match				2.3000							2.3000
Construction	RIDOT RIHMA				1.1000							1.1000
	Subtotal				10.0000							10.0000
	Total				10.0000							10.0000

RIDOT Bridge	RIDOT Bridge Program													
STIP ID: 7216	PTS ID:	TBD	Project	Name: State	e Bridge Pre	servation - (Outyears							
Municipality		Description										Responsible Agency		
Admin / Statewide	2	This line item poutyears of the		-		servation effort	s statewide to	mitigate long to	erm bridge det	erioration cost	s during the	RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Construction	OutYear					8.6500	9.1500	10.1500	9.5000	12.0000	13.5000	62.9500		
	Subtotal					8.6500	9.1500	10.1500	9.5000	12.0000	13.5000	62.9500		
	Total					8.6500	9.1500	10.1500	9.5000	12.0000	13.5000	62.9500		

RIDOT Bridge	Program											
STIP ID: 9989	PTS ID:	2607E	Project	Name: Brid	dge Group 2	26C Woor	socket Blac	ckstone Riv	er West			
Municipality		Description										Responsible Agency
Woonsocket		Work and Cult	vill address bridge ture. All of the br SDOT earmark in	ridges in this gr	roup are histori	ric, city-owned s	structures requ					RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		2.0000	1.8400								3.8400
Design	RICAP Match		0.5000	0.4600								0.9600
	Subtotal		2.5000	2.3000								4.8000
Construction	2022 Earmark				2.5000							2.5000
Construction	Bridge Formula				2.3000							2.3000
Construction	OutYear					8.0000	1.7000					9.7000
Construction	RICAP Match				1.2000							1.2000
	Subtotal				6.0000	8.0000	1.7000					15.7000
Other	OutYear						0.9000	0.2000				1.1000
	Subtotal						0.9000	0.2000				1.1000
	Total		2.5000	2.3000	6.0000	8.0000	2.6000	0.2000				21.6000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	095501	Singleton Br 095501	SINGLETON ST	Woonsocket	Major Rehab	No
Bridge	095601	River Street Br 095601	RIVER ST	Woonsocket	Major Rehab	No

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RIDOT Bridge	Program											
STIP ID: 9990	PTS ID:	: TBD	Project	Name: Brid	ge Group 28	Woonso	cket Blackst	tone River V	Vest, Phase	2		
Municipality		Description										Responsible Agency
Woonsocket		Blackstone River group are histoi roup 26C.	•	•					RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					1.0000	1.5000					2.5000
	Subtotal	l				1.0000	1.5000					2.5000
Construction	OutYear							5.0000	8.0000	5.0000		18.0000
	Subtotal							5.0000	8.0000	5.0000		18.0000
Other	OutYear									1.0000	1.0000	2.0000
	Subtotal									1.0000	1.0000	2.0000
	Total					1.0000	1.5000	5.0000	8.0000	6.0000	1.0000	22.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	068901	Sayles Street	SAYLES ST	Woonsocket	Major Rehab	No
Bridge	095701	Fairmount Street	FAIRMOUNT ST	Woonsocket	Major Rehab	No
Bridge	095801	South Main Street South Arch	RI 104 SO MAIN ST	Woonsocket	Major Rehab	No
Bridge	095821	South Main Street North Arch	RI 104 SO MAIN ST	Woonsocket	Major Rehab	No

RIDOT Bridge	Program											
STIP ID: 9991	PTS ID:	: TBD	Project	Name: Brid	ge Group 18	_HR NK a	nd Exeter R	ail Bridges				
Municipality		Description										Responsible Agency
Exeter, North Kin	gstown		storic Major Rehabilitation – replacement of a structural unit, such as a pier, pier cap, or superstructure along with repair of other bridge ements. on historic bridge(s) over Amtrak's Northeast Corridor. This project may require additional funding beyond 2031.								RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	2022 Bridge				0.4000							0.4000
Design	OutYear					1.0000	1.2500					2.2500
Design	RICAP Match				0.1000							0.1000
	Subtotal	l			0.5000	1.0000	1.2500					2.7500
Construction	OutYear							11.0000	12.5000	8.0000		31.5000
	Subtotal	l						11.0000	12.5000	8.0000		31.5000
Other	OutYear									0.2500	0.5000	0.7500
	Subtotal									0.2500	0.5000	0.7500
	Total				0.5000	1.0000	1.2500	11.0000	12.5000	8.2500	0.5000	35.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	037001	Wickford Hill RR	EXETER RD	North Kingstown	Historic Major Rehab	No
Bridge	078301	Hatchery Road RR	HATCHERY RD	North Kingstown	Replace	No
Bridge	082401	Yawgoo Pond	BRIDGE RD	Exeter	Minor Rehab	No
Bridge	089501	Stony Lane RR	STONY LANE	North Kingstown	Amtrak Major Rehab	No
Bridge	129601	SLOCUM 1	Slocum Road	Exeter	Replace	No
Bridge	129701	SLOCUM 2	Slocum Road	North Kingstown	Replace	No

RIDOT Bridge	Program											
STIP ID: 9994	PTS ID:	2608D	Project	t Name: Bri	dge Group 4	7_RPawt	ucket Centr	al Falls Amt	rak Bridges	3		
Municipality		Description										Responsible Agency
Central Falls, Paw	vtucket		he Dexter, Clay, Cross, Jenks, and Sacred Heart Railroad bridges will receive major rehabilitation work, which may include total bridge eplacement. These five bridges span Amtrak's Northeast Corridor and are located in the cities of Pawtucket and Central Falls.									
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		0.4000	1.2000	1.2000							2.8000
Design	RICAP Match		0.1000	0.3000	0.3000							0.7000
	Subtotal		0.5000	1.5000	1.5000							3.5000
Construction	OutYear					8.0000	8.0000	5.0000	3.0000			24.0000
	Subtotal					8.0000	8.0000	5.0000	3.0000			24.0000
Other	OutYear								1.0000	0.5000		1.5000
	Subtotal								1.0000	0.5000		1.5000
	Total		0.5000	1.5000	1.5000	8.0000	8.0000	5.0000	4.0000	0.5000		29.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	037101	Clay Street RR	CLAY ST	Central Falls	Major Rehab	No
Bridge	089401	Jenks Street RR	JENKS ST	Central Falls	Major Rehab	No
Bridge	091701	Sacred Heart Ave RR	SACRED HEART AV	Central Falls	Major Rehab	No
Bridge	091901	Cross Street	CROSS ST	Central Falls	Major Rehab	No
Bridge	093501	Dexter Street RR	DEXTER ST	Pawtucket	Major Rehab	No

RIDOT Bridge	Program												
STIP ID: 32531	1 PTS ID):	Project Nar	me: Pawtuxe	et Bridge #0	19001							
Municipality		Description										Responsible	Agency
Cranston		Historic Rehal	bilitation of Brid	dge #019001								RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	al
Design	OutYear					0.1000	0.2000	0.2000					0.5000
	Subtotal						0.2000	0.2000					0.5000
Construction	OutYear								6.4000				6.4000
	Subtotal								6.4000				6.4000
Other	OutYear									0.4000			0.4000
	Subtotal									0.4000			0.4000
	Total					0.1000	0.2000	0.2000	6.4000	0.4000			7.3000
Assets Within Pro	ject												
Asset Type	Asset ID	Asset Name				Facility Carried			Munici	Treatme	nt Type	SLR	
Bridge	019001	Pawtuxet Brid	lge			US 1A BROAD S	T		Cranston		Preservation		No

RIDOT Corrido	or Projects Prog	ram										
STIP ID: 1402	PTS ID:	2606H	Project	t Name: Fish	n Rd. (RI-17	7 to Sterlin	g Dr.) and S	ouza Rd. (F	RI-138 to Fi	sh Rd.)		
Municipality		Description										Responsible Agency
Tiverton		This line item in this project. Th TIPID 1351 and	nis project inclu	acing the roadwa udes repaving of	•	•		•	-	•	•	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Closeouts	0.1200	0.2000									0.3200
Design	RICAP Match	0.0500	0.1000									0.1500
Design	STBG	0.0800	0.2000									0.2800
	Subtotal	0.2500	0.5000									0.7500
Construction	Closeouts			0.8000	1.9500							2.7500
Construction	PROTECT			0.7000								0.7000
Construction	RICAP Match			0.5000	0.7300							1.2300
Construction	STBG			0.5000	0.9700							1.4700
	Subtotal			2.5000	3.6500							6.1500
Other	OutYear					0.9000						0.9000
Other	RICAP Match				0.0300							0.0300
Other	STBG				0.1200							0.1200
	Subtotal				0.1500	0.9000						1.0500
	Total	0.2500	0.5000	2.5000	3.8000	0.9000						7.9500

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_112	Sousa Rd (RI-138/Main Rd to Fish Rd)	Sousa Rd	Tiverton	Reclamation	No
Pavement	Pave_240	Fish Rd. (RI-177 to Sterling Dr.)	Fish Road	Tiverton	Level and Overlay	No

RIDOT Corrido	or Projects Prog	gram										
STIP ID: 3042	PTS ID:	P	roject Nam	e: Corridor	- RI-12 Scitu	ate and Phe	enix Avenue)				
Municipality		Description										Responsible Agency
Cranston	Avenue will also be resurfaced from Phenix Ave to RI-5 Atwood Ave. Resurfacing will include limited sidewalk replacement and handicapped ramp installation.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					1.7500						1.7500
Design	RIDOT RIHMA				0.1000							0.1000
Design	STBG				0.4000							0.4000
	Subtotal	i			0.5000	1.7500						2.2500
Construction	OutYear						13.5000	17.5000	14.6000			45.6000
	Subtotal	i					13.5000	17.5000	14.6000			45.6000
Other	OutYear								0.5500	0.5500		1.1000
	Subtotal	i							0.5500	0.5500		1.1000
	Total	i			0.5000	1.7500	13.5000	17.5000	15.1500	0.5500		48.9500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	072901	Phenix Ave EB	RI 51 PHENIX AV	Cranston	Major Rehab	No
Bridge	072921	Phenix Ave WB	RI 51 PHENIX AV	Cranston	Replace	No
Bridge	073101	Lawton	RI 12 SCITUATE AV	Cranston	Replace	No
Pavement	Pave_187	RI-12, Scituate Ave (I-295 to Scituate Vista Dr.)	RI-12	Cranston	Level and Overlay	No
Pavement	Pave_188	RI-12, Scituate Ave (Western Hills Ln. to Phenix Ave.)	RI-12	Cranston	Level and Overlay	No
Pavement	Pave_44691	RI-12, Scituate Ave (Scituate Vista Dr to Western Hills Ln)	RI-12	Cranston	Level and Overlay	No
Pavement	Pave_44692	RI-12, Phenix Ave (Wayland Ave to RI-5 Atwood Ave)	RI-12	Cranston	Level and Overlay	No
Pavement	Pave_44693	Wayland Ave (RI-12 Phenix Ave to RI-5 Atwood Ave)	Wayland Avenue	Cranston	Level and Overlay	No

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RIDOT Corrido	or Projects Prog	ıram										
STIP ID: 3180	PTS ID:	2601M	Projec	t Name: Cor	ridor - Hop	е						
Municipality		Description										Responsible Agency
Coventry, Scituate	2	repairs to one	cludes repairs to or more deck o Ill be done from cluded.	r superstructur	e components	RI-116, North	Road, will be re	econstructed fi	rom Clarke Rd.	to Blossom Ln	. Additional	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP		0.3200	0.4800	0.3200							1.1200
Design	RICAP Match		0.0800	0.1200	0.0800							0.2800
	Subtotal		0.4000	0.6000	0.4000							1.4000
Construction	NHPP				2.1200							2.1200
Construction	OutYear					7.0000	4.0000					11.0000
Construction	RICAP Match				0.5300							0.5300
	Subtotal				2.6500	7.0000	4.0000					13.6500
Other	OutYear							0.4000	0.4000			0.8000
	Subtotal							0.4000	0.4000			0.8000
	Total 0.4000			0.6000	3.0500	7.0000	4.0000	0.4000	0.4000			15.8500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	025501	Hope Hill Trench	RI 116 North Rd	Scituate	Preservation	No
Bridge	025601	Норе	RI-116	Scituate	Minor Rehab	No
Pavement	Pave_135	RI-116, North Rd (Clarke Rd to Scituate T/L)	RI-116	Coventry	Reconstruction	No
Pavement	Pave_44657	RI-116 North Rd. (Clarke Rd. to Blossom Ln.)	RI-116	Scituate	Reconstruction	No
Pavement	Pave_44658	RI-116 North Rd. (Blossom Ln. to RI-12 Scituate Ave.)	RI-116	Scituate	Level and Overlay	No
Pavement	Pave_44659	RI-116 Knotty Oak Rd (Oak Way to Clarke Rd.)	RI-116	Coventry	Level and Overlay	No
Pavement	Pave_44660	RI-12 Scituate Ave (RI-116 to Set-N-Sun St.)	RI-12	Scituate	Level and Overlay	No
Pavement	Pave_44661	Old Scituate Ave (RI-116 to RI-12)	Old Scituate Avenue	Scituate	Level and Overlay	No

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RIDOT Corrido	or Projects Prog	ıram										
STIP ID: 3207	PTS ID:	2607D	Project	Name: Cor	ridor - Woo	nsocket						
Municipality		Description										Responsible Agency
Woonsocket		Bridge Group	volves preserva 26B. Resurfacing setts State Line,	g and sidewalk r	eplacement w	ill also be inclu	ū		•			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP		0.1600	0.3200	0.4800							0.9600
Design	RIDOT RIHMA		0.0400	0.0800	0.1200							0.2400
	Subtotal		0.2000	0.4000	0.6000							1.2000
Construction	2023 Earmark				4.0000							4.0000
Construction	NHPP				2.8000							2.8000
Construction	OutYear					7.6100	7.5000					15.1100
Construction	RIDOT RIHMA				1.5000							1.5000
	Subtotal				8.3000	7.6100	7.5000					23.4100
Other	OutYear						0.5000	0.5000				1.0000
	Subtotal						0.5000	0.5000				1.0000
	Total		0.2000	0.4000	8.9000	7.6100	8.0000	0.5000				25.6100

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	068801	Mill Street	MILL ST	Woonsocket	Preservation	No
Bridge	093901	Blackstone Street RR	BLACKSTONE ST	Woonsocket	Major Rehab	No
Bridge	095301	Wood Ave	WOOD AV	Woonsocket	Minor Rehab	No
Bridge	095401	Diamond Hill Road	RI 114 DMND HLL RD	Woonsocket	Preservation	No
Bridge	096101	Social Street	SOCIAL/CLINTON STS	Woonsocket	Preservation	No
Bridge	096201	East School Street	EAST SCHOOL ST	Woonsocket	Preservation	No
Bridge	096301	Privilege Street	PRIVILEGE ST	Woonsocket	Replace	No
Bridge	099801	Elm Street	ELM ST/CMBRLND RD	Woonsocket	Preservation	No
Safety	HSIP_373	#84 Social Street (west of Earle Street)	#84 Social Street (west of Earle Street)	Woonsocket	ADA ramps, static signage, restripe crosswalk	No
Safety	HSIP_374	#380 Social Street (west of John A Cummings Way)	#380 Social Street (west of John A Cummings Way)	Woonsocket	ADA ramps, static signage, restripe crosswalk	No

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RIDOT Cor	ridor Projects Pr	ogram				
STIP ID: 32	07					
Safety	HSIP_375	East of #240 Social Street	East of #240 Social Street	Woonsocket	ADA ramps, static signage, restripe crosswalk	No
Safety	HSIP_376	East of Main Street	East of Main Street	Woonsocket	ADA ramps, static signage, restripe crosswalks	No
Safety	HSIP_377	East of John A Cummings Way	East of John A Cummings Way	Woonsocket	ADA ramps, static signage, restripe crosswalk	No
Safety	HSIP_378	North of George Street	North of George Street	Woonsocket	ADA ramps, static signage, restripe crosswalk	No
Safety	HSIP_379	South of Privilege Street	South of Privilege Street	Woonsocket	ADA ramps, static signage, restripe crosswalk	No
Pavement	Pave_110	Social St. (Main St. to RI-126 Cumberland St)	Social St	Woonsocket	Level and Overlay	No
Pavement	Pave_111	RI-126S Social St (Cumberland St. to Clinton St.)	RI-126S Social St.	Woonsocket	Level and Overlay	No
Pavement	Pave_311	RI-126 (E School St. to Massachusetts S/L)	RI-126	Woonsocket	Level and Overlay	No
Pavement	Pave_44304	RI-114 Diamond Hill Rd. (RI-126 to Fulton St.)	RI-114	Woonsocket	Level and Overlay	No
Pavement	Pave_44687	Diamond Hill Rd. (RI-126 to MA S/L)	Diamond Hill Road	Woonsocket	Reclamation	No
Sidewalk	SDW_54	SDW RI-126N Social Street (Clinton St. to RI-114)	RI-126N	Woonsocket	Rehabilitation	No
Sidewalk	SDW_55	SDW RI-126S Social Street (RI-114 to Clinton St.)	RI-126S	Woonsocket	Rehabilitation	No
Sidewalk	SDW_56	SDW RI-126N (RI-114 to MA S/L)	RI-126N	Woonsocket	Rehabilitation	No
Sidewalk	SDW_57	SDW RI-126S (MA S/L to RI-114)	RI-126S	Woonsocket	Rehabilitation	No
Sidewalk	SDW_84	SDW RI-126S (Rathbun St. to Main St.) - R	RI-126S	Woonsocket	Rehabilitation	No
Sidewalk	SDW_85	SDW RI-126S (Rathbun St. to Main St.) - L	RI-126S	Woonsocket	Rehabilitation	No
Sidewalk	SDW_86	SDW RI-126S (Clinton St. to Rathbun St.) - R	RI-126S	Woonsocket	Rehabilitation	No

RIDOT Corrid	or Projects Prog	ıram										
STIP ID: 3279			Project	: Name: Cor	ridor - Tow	er Hill Road						
Municipality		Description										Responsible Agency
North Kingstown	, South Kingstown		nvolves major resurfacing of US						_			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.6400	1.2000									1.8400
Design	RICAP Match	0.1600	0.3000									0.4600
	Subtotal	0.8000	1.5000									2.3000
Construction	Bridge Formula		3.3000	1.4500								4.7500
Construction	Closeouts		0.1000									0.1000
Construction	NHPP		1.7500	10.0000	8.4000							20.1500
Construction	OutYear					3.5000						3.5000
Construction	RICAP Match		1.2875	2.8625	2.1000							6.2500
	Subtotal		6.4375	14.3125	10.5000	3.5000						34.7500
Other	OutYear					0.2000	0.5000					0.7000
	Subtotal					0.2000	0.5000					0.7000
	Total	0.8000	7.9375	14.3125	10.5000	3.7000	0.5000					37.7500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	089601	Tower Hill Road	US 1 TOWER HILL RD	North Kingstown	Major Rehab	No
Pavement	Pave_36	US-1S, RI-4S to South Kingstown T/L	US-1S	North Kingstown	Level and Overlay	No
Pavement	Pave_37	US-1S, SK T/L to Stedman Government Center	US-1S	South Kingstown	Level and Overlay	No
Pavement	Pave_38	US-1N, Stedman Government Center to NK T/L	US-1N	South Kingstown	Level and Overlay	No
Pavement	Pave_43	US-1N, South Kingstown T/L to RI-4N	US-1N	North Kingstown	Level and Overlay	No

RIDOT Corrido	or Projects Prog	gram										
STIP ID: 3287	PTS ID:	: TBD	Project l	Name: Corr	idor - Tivert	on						
Municipality		Description										Responsible Agency
Tiverton		repairs to one	or more deck	or superstructu	re components	s. RI-24 will be	resurfaced from	552 require min n RI-138 to the N quire additional	Massachusetts	State Line. Th		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear						0.2000	0.4000	0.6000			1.2000
	Subtotal						0.2000	0.4000	0.6000			1.2000
Construction	OutYear									7.0000	7.5000	14.5000
	Subtotal									7.0000	7.5000	14.5000
Other	OutYear										0.3000	0.3000
	Subtotal										0.3000	0.3000
	Total						0.2000	0.4000	0.6000	7.0000	7.8000	16.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	065001	Eagleville Road NB	RI 24 NB	Tiverton	Major Rehab	No
Bridge	065021	Eagleville Road SB	RI 24 SB	Tiverton	Major Rehab	No
Pavement	Pave_65	RI-24N (RI-318 to Massachusetts S/L)	RI-24N	Tiverton	Level and Overlay	No
Pavement	Pave_66	RI-24S (Massachusetts S/L to RI-138)	RI-24S	Tiverton	Level and Overlay	No

STIP ID: 3333 Municipality		TBD Description	Project N	Name: Corri	dan Wallet							
Municipality		Description			dor - wellst	own						
		•										Responsible Agency
Hopkinton	State Line. The removal of pavement from a small section of Gray Lane may be incorporated as part of this project.										•	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design Out	utYear					0.2000	0.3000					0.5000
Design RID	DOT RIHMA				0.0400							0.0400
Design STB	BG				0.1600							0.1600
	Subtotal				0.2000	0.2000	0.3000					0.7000
Construction Out	utYear							1.5000	2.0000	2.0000		5.5000
	Subtotal							1.5000	2.0000	2.0000		5.5000
Other Out	utYear									0.1500	0.1500	0.3000
	Subtotal									0.1500	0.1500	0.3000
	Total				0.2000	0.2000	0.3000	1.5000	2.0000	2.1500	0.1500	6.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	004901	Wellstown	Wellstown Road	Hopkinton	Replace	No
Pavement	Pave_201	Wellstown Rd., RI-3 to RI-216	Wellstown Road	Hopkinton	Reclamation	No
Pavement	Pave_44699	RI-216, High St. (Maple Ct. to CT S/L)	RI-216	Hopkinton	Level and Overlay	No
Pavement	Pave_44700	Gray Lane (Solar Farm to End)	Gray Lane	Hopkinton	Removal	No

RIDOT Corrido	or Projects Prog	ıram 💮 💮										
STIP ID: 3334	PTS ID:	0013Q	Projec	t Name: Cor	ridor - Asha	away						
Municipality		Description										Responsible Agency
Hopkinton		superstructure	e, and/or total b	oridge replacem	ent.					habilitation wor		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Closeouts				1.2400							1.2400
Design	RICAP Match		0.0600	0.0800	0.3100							0.4500
Design	STBG		0.2400	0.3200								0.5600
	Subtotal		0.3000	0.4000	1.5500							2.2500
Construction	OutYear					10.0000	10.2500					20.2500
	Subtotal					10.0000	10.2500					20.2500
Other	OutYear						0.3000	0.2000				0.5000
	Subtotal						0.3000	0.2000				0.5000
	Total		0.3000	0.4000	1.5500	10.0000	10.5500	0.2000				23.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	005001	Ashaway River	Laurel Street	Hopkinton	Major Rehab	No
Bridge	005101	Potter Hill Culvert	Laurel Street	Hopkinton	Replace	No
Bridge	005201	Potter Hill	Potter Hill Road	Hopkinton	Major Rehab	No
Bridge	010101	Ashaway	RI-216 High Street	Hopkinton	Major Rehab	No
Pavement	Pave_202	Maxson St. (Laurel St. to RI-3)	Maxson Street	Hopkinton	Reclamation	No
Pavement	Pave_203	Laurel St., Palmer St. to Potter Hill	Maxson Street	Hopkinton	Reclamation	No
Pavement	Pave_204	Laurel St., RI-216 to Palmer St.	Maxson Street	Hopkinton	Level and Overlay	No
Pavement	Pave_44698	RI-216 High St. (RI-3 Main St. to Maple Ct.)	RI-216	Hopkinton	Level and Overlay	No

Reported Date: 11/20/2023

RIDOT Corrid	or Projects Prog	gram										
STIP ID: 3346	PTS ID:	: TBD	Project	Name: Corr	idor - Sayles	ville						
Municipality		Description										Responsible Agency
Lincoln, Pawtucke	Way to Mineral Spring Avenue and Twin River Road from RI-7 to the Les Pawson Loop. This line item bundles work previously programmed under TIPIDs 1346, 1348, 9541, and 9563										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.4000	0.6000					1.0000
Design	RIDOT RIHMA				0.0400							0.0400
Design	STBG				0.1600							0.1600
	Subtotal				0.2000	0.4000	0.6000					1.2000
Construction	OutYear							5.0000	7.5000	5.0000		17.5000
	Subtotal							5.0000	7.5000	5.0000		17.5000
Other	OutYear										0.3000	0.3000
	Subtotal										0.3000	0.3000
	Total				0.2000	0.4000	0.6000	5.0000	7.5000	5.0000	0.3000	19.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	018701	Sayles	Walker St	Lincoln	Major Rehab	No
Bridge	021901	Barney's Pond	RI 126 Smithfield	Lincoln	Major Rehab	No
Bridge	022001	Moshassuck River Bridge	RI 123 Brknck Hill	Lincoln	Replace	No
Bridge	022101	Moffit Pond	RI 123 Brknck Hill	Lincoln	Replace	No
Bridge	049301	Higginson Avenue	HIGGINSON AV	Lincoln	Major Rehab	No
Bridge	097001	Weeden Street	WEEDEN ST	Pawtucket	Major Rehab	No
Pavement	Pave_10034	Walker Street (RI-126 to Sayles Bridge)	Walker Street	Lincoln	Mill and Fill	No
Pavement	Pave_160	Twin River Rd (RI-7 to Lincoln T/L)	Twin River Rd	Smithfield	Level and Overlay	No
Pavement	Pave_162	Twin River Roundabout North Segment	Twin River Rd	Lincoln	Level and Overlay	No
Pavement	Pave_163	Twin River Roundabout West Segment	Twin River Rd	Lincoln	Level and Overlay	No
Pavement	Pave_164	Twin River Roundabout East Segment	Twin River Rd	Lincoln	Level and Overlay	No
Pavement	Pave_177	RI-126 Smithfield Ave (RI-15 to Lincoln T/L)	RI-126 Smithfield Ave	Pawtucket	Mill and Fill	No
Pavement	Pave_190	RI-123, Great Rd. to River Rd.	RI-123	Lincoln	Level and Overlay	No
Pavement	Pave_191	RI-126, Pawtucket C/L to Woodland St.	RI-126	Lincoln	Level and Overlay	No
Pavement	Pave_324	RI-126 Great Rd (Walker St. to Front St.)	RI-126 Great Rd.	Lincoln	Mill and Fill	No

Reported Date: 11/20/2023

RIDOT Corr	idor Projects Pr	ogram				
STIP ID: 334	46					
Pavement	Pave_44685	Twin River Road (RI-7 Douglas Pike to RI-146S Ramps)	Twin River Road	Lincoln	Level and Overlay	No
Pavement	Pave_44686	Twin River Road (RI-146S Ramps to Les Pawson Loop)	Twin River Road	Lincoln	Level and Overlay	No
Sidewalk	SDW_10026	SDW RI-126N (Pawtucket T/L to Pond Ave)	RI-126	Lincoln	Rehabilitation	No
Sidewalk	SDW_10027	SDW RI-126S (Grandview Ave to Reservoir Ave)	RI-126	Lincoln	Rehabilitation	No
Sidewalk	SDW_10028	SDW RI-126S (RI-123 to Grandview Ave)	RI-126	Lincoln	Rehabilitation	No
Sidewalk	SDW_10029	SDW RI-126N (Chapel St to RI-123)	RI-126	Lincoln	Rehabilitation	No
Sidewalk	SDW_10030	SDW RI-123E (Great Rd to River Rd)	RI-123	Lincoln	Rehabilitation	No
Sidewalk	SDW_10031	SDW RI-123W (River Rd to Great Rd)	RI-123	Lincoln	Rehabilitation	No
Sidewalk	SDW_10032	SDW Walker St E (RI-126 to Moshassuck Rd.)	Walker Street	Lincoln	Replacement	No
Sidewalk	SDW_10033	SDW Walker St W (Moshassuck Rd. to RI-126)	Walker Street	Lincoln	Replacement	No

RIDOT Corridor Projects Program														
STIP ID: 3382	PTS ID:	TBD	Project	Name: Corr	idor - RI-7 D	ouglas Pike	e North							
Municipality		Description												
This project includes repairs to two bridges and a portion of RI_7 in Burrillville. Bridges #106 and 111: Major rehabilitation, replacement of a structural unit, such as a pier, pier cap, or superstructure along with repair of other bridge elements. RI-7, Douglas Pike, will also be resurfaced from the North Smithfield town line to Joslin Rd. This project may require additional funding beyond 2031.										RIDOT				
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Design	OutYear						0.1000	0.2000	0.2000			0.5000		
	Subtotal						0.1000	0.2000	0.2000			0.5000		
Construction	OutYear									2.5000	2.5000	5.0000		
	Subtotal									2.5000	2.5000	5.0000		
	Total						0.1000	0.2000	0.2000	2.5000	2.5000	5.5000		

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	010601	Oak Valley Bridge	RI-7 Douglas Pike	Burrillville	Major Rehab	No
Bridge	011101	Nasonville Stone Arch	RI-7 Douglas Pike	Burrillville	Major Rehab	No
Pavement	Pave_269	RI-7 Douglas Pk(North Smithfield T/L to Joslin Rd)	RI-7 Douglas Pike	Burrillville	Level and Overlay	No

RIDOT Corrido	or Projects Prog	gram										
STIP ID: 3394	PTS ID:	: 0082W	Projec	ct Name: Co	orridor - RI-1	04 Waterma	an/Farnum					
Municipality		Description										Responsible Agency
North Providence	This line item involves the major rehabilitation of the Esmond-Georgiaville Bridge (#159). The project also includes resurfacing and sidewalk improvements (including sidewalk replacement) along RI-104 Farnum Pike and Waterman Avenue between US-44 and RI-116. This resurfacing work was previously included under TIPID 1394. Funding for this project may extend beyond 2031.								RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear						0.2000	0.6000				0.8000
	Subtotal						0.2000	0.6000				0.8000
Construction	OutYear								3.6000	3.6000		7.2000
	Subtotal								3.6000	3.6000		7.2000
Other	OutYear										0.1500	0.1500
	Subtotal										0.1500	0.1500
	Total						0.2000	0.6000	3.6000	3.6000	0.1500	8.1500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	015901	Esmond - Georgiaville	RI 104 FARNUM PIKE	Smithfield	Major Rehab	No
Pavement	Pave_258	RI-104, Waterman Ave (US-44 to Smithfield T/L)	RI-104 Waterman Ave	North Providence	Level and Overlay	No
Pavement	Pave_259	RI-104 Farnum Pk (North Providence T/L to RI-116)	RI-104 Farnum Pike	Smithfield	Level and Overlay	No

RIDOT Corrido	or Projects Prog	ıram 💮 💮										
STIP ID: 3404	PTS ID:	2601B	Projec	t Name: Cor	ridor - Sin a	nd Flesh						
Municipality		Description										Responsible Agency
Tiverton	Road with new sidewalk construction along one side may be added to this project.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.4000						0.400
Design	RICAP Match			0.0200	0.0500							0.070
Design	STBG			0.0800	0.2000							0.280
	Subtotal			0.1000	0.2500	0.4000						0.750
Construction	OutYear						2.2500	5.2500	1.0000			8.500
	Subtotal						2.2500	5.2500	1.0000			8.500
Other	OutYear								0.2500	0.2500		0.500
	Subtotal								0.2500	0.2500		0.500
	Total			0.1000	0.2500	0.4000	2.2500	5.2500	1.2500	0.2500		9.750
scata Within Drai												

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	028501	Sin & Flesh	Old Main Rd	Tiverton	Historic Preser	Yes
Pavement	Pave_44671	Old Main Road (RI-77 to Bridgeport Road)	Old Main Road	Tiverton	Reclamation	No
Pavement	Pave_45102	RI-177 Bulgarmarsh Rd. (RI-77 Main Rd. to MA S/L)	RI-177	Tiverton	Level and Overlay	No
Sidewalk	SDW_45103	SDW RI-177 Bulgarmarsh Rd. E (RI-77 Main Rd. to MA S/L)	RI-177	Tiverton	Construction	No

RIDOT Corridor Projects Program												
STIP ID: 9273	PTS ID:	TBD	Project I	Name: Corri	dor - RI-2 B	ald Hill Roa	d and Quak	ker Lane				
Municipality		Description										Responsible Agency
Warwick		sidewalk repla (#042501) will	cement and ha receive addition	acing RI-2 Bald I andicapped ram onal steel and c ng beyond 2031	np installation. concrete repairs	This resurfacin	ng was previous	sly included und	der TIPID 5273.	The Centerville	e Road Bridge	RIDOT
Phase	Funding	2022	2023	2024								
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear	2022	2023	2024	2025	2026	2027	2028	2029	2030 0.4000	2031 1.0000	
			2023	2024	2025	2026	2027	2028	2029			1.4000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	042501	Centerville Road	RI-117 Centerville Road	Warwick	Major Rehab	No
Pavement	Pave_108	RI-2S from I-295 to College Hill Rd.	RI-2 Bald Hill Rd	Warwick	Level and Overlay	No
Pavement	Pave_263	RI-2 (East Greenwich Ave. to I-295)	RI-2 Bald Hill Rd	Warwick	Level and Overlay	No

RIDOT Corridor Projects Program												
STIP ID: 9540	PTS ID:	TBD	Project	Name: Corri	dor - RI-123	Dexter Stre	eet					
Municipality	Municipality Description											Responsible Agency
Cumberland	struction of RI-12 valks and a reset Cumberland Mills roofing.	of existing gra	nite curbing. A	small section	of High Street f	rom Dexter St	reet to East Ear	rle Street will	RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	PY State			0.1000	0.3500							0.4500
	Subtotal			0.1000	0.3500							0.4500
Construction	OutYear					3.0000	5.8000					8.8000
	Subtotal					3.0000	5.8000					8.8000
Other	OutYear						0.1000	0.1000				0.2000
	Subtotal						0.1000	0.1000				0.2000
	Total			0.1000	0.3500	3.0000	5.9000	0.1000				9.4500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	040701	Cumberland Mills	RI 123 DEXTER ST	Cumberland	Minor Rehab	No
Pavement	Pave_121	RI-123, Dexter St (Broad St. to MA S/L)	RI-123 Dexter St	Cumberland	Reconstruction	No
Pavement	Pave_44681	High Street (RI-123 to E Earle St.)	RI-114	Cumberland	Reconstruction	No
Sidewalk	SDW_9969	SDW Dexter St. E (Broad St. to MA/SL)	RI-123	Cumberland	Rehabilitation	No
Sidewalk	SDW_9970	SDW Dexter St. W (Curran Rd. to Broad St.)	RI-123	Cumberland	Rehabilitation	No

RIDOT Corrid	or Projects Prog	ıram										
STIP ID: 9987	PTS ID:	TBD	Project	Name: Corr	idor - Burril	Iville Victory	/ Highway					
Municipality		Description										Responsible Agency
Burrillville		Douglas Pike, from the North Smithfield Town Line to Joslin Rd: pavement resurfacing. This line item includes work previously programmed under TIP ID 1302 and 1578, and may require additional funding beyond 2031.									RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.4000	0.8000	0.8000				2.0000
	Subtotal			0.4000	0.8000	0.8000				2.0000		
Construction	onstruction OutYear								5.0000	8.0000	6.0000	19.0000
	Subtotal								5.0000	8.0000	6.0000	19.0000
	Total					0.4000	0.8000	0.8000	5.0000	8.0000	6.0000	21.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	010501	Oakland	VICTORY HWY	Burrillville	Major Rehab	No
Pavement	Pave_197	Victory Highway from RI-107 to Mapleville Main St.	Victory Highway, Old 102	Burrillville	Reconstruction	No
Pavement	Pave_198	RI-107 from RI-102 to Victory Highway	RI-107, East Ave.	Burrillville	Reconstruction	No
Pavement	Pave_8941	Victory Highway (RI-107 to RI-102)	Victory Highway	Burrillville	Reconstruction	No
Pavement	Pave_8942	Sand Hill Rd. (Victory HWY to Mapleville Main St.)	Sand Hill Rd.	Burrillville	Reconstruction	No
Pavement	Pave_8943	Mapleville Main St. (Sand Hill Rd. to Victory HWY)	Mapleville Main Street	Burrillville	Reconstruction	No

RIDOT Corrido	or Projects Prog	ram										
STIP ID: 9992	PTS ID:	2607U	Projec	t Name: Co	rridor - Jam	estown						
Municipality		Description										Responsible Agency
Jamestown		roadway resur	facing and recla	aim along Nort	and North Road h Road and Eas oject may requ	t Shore Road w	vill be included.	. Roadway wor		•	•	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	PROTECT	0.2000	0.2000	0.4000	0.8000							1.6000
Design	RICAP Match	0.0500	0.0500	0.1000	0.2000							0.4000
	Subtotal	0.2500	0.2500	0.5000	1.0000							2.0000
Construction	OutYear					7.0000	8.5000	7.0000				22.5000
	Subtotal					7.0000	8.5000	7.0000				22.5000
Other	OutYear								0.5000			0.5000
	Subtotal								0.5000			0.5000
	Total	0.2500	0.2500	0.5000	1.0000	7.0000	8.5000	7.0000	0.5000			25.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	011301	Conanicut	East Shore Rd	Jamestown	Replace	Yes
Bridge	028901	Round Swamp	North Main Rd	Jamestown	Replace	Yes
Safety	HSIP_CT-075-2	Intersection Safety Improvement at Southwest & Hamilton	Southwest Avenue	Jamestown	Install ADA Ramps; Upgrade Crosswalk; Geometry Imp	No
Safety	HSIP_CT-75_01	Intersection Safety Improvement at Southwest & High	Southwest Avenue	Jamestown	Install ADA Ramps; Upgrade Crosswalk; Geometry Imp	No
Safety	HSIP_CT-75_03	Intersection Safety Improvement at Conanicus & Bay View Drive	Conanicus Avenue	Jamestown	Geometry modification; ADA ramp repairs	Yes
Pavement	Pave_312	Southwest Ave (Hamilton Ave to Narragansett Ave)	Southwest Ave	Jamestown	Mill and Fill	No
Pavement	Pave_313	East Shore Rd (Conanicus Ave to RITBA HQ)	East Shore Rd	Jamestown	Reconstruction	Yes
Pavement	Pave_314	North Rd (Narragansett Ave to Round Swamp Bridge)	North Rd	Jamestown	Mill and Fill	Yes
Sidewalk	SDW_47966	SDW Southwest Avenue S (Hamilton Ave. to Narragansett Ave.)	Southwest Avenue	Jamestown	Rehabilitation	No
Sidewalk	SDW_47967	SDW North Road N (Narragansett Ave. to Swinburne St.)	North Road	Jamestown	Rehabilitation	No
Sidewalk	SDW_47968	SDW North Road S (Whittier Rd. to Narragansett Ave.)	North Road	Jamestown	Rehabilitation	No

RIDOT Debt Se	RIDOT Debt Service Program												
STIP ID: 7701	PTS ID:	17001A	Proje	ct Name: Go	O Bond Deb	t Service							
Municipality		Description										Responsible Agency	
Admin / Statewide	dmin / Statewide This line item provides the funding required to pay the debt service of General Obligation (GO) Transportation Bonds issued to match federal funds in prior years.										RIDOT		
Phase	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total		
Other	OutYear					37.8400	37.8400	37.8400	37.8400	37.8400	37.8400	227.0400	
Other RIDOT Gas Tax 37.8400 37.8400 37.8400 37.8400										151.3600			
	Subtotal	37.8400	37.8400	37.8400	37.8400	37.8400	37.8400	37.8400	37.8400	37.8400	37.8400	378.4000	
	Total	37.8400	37.8400	37.8400	37.8400	37.8400	37.8400	37.8400	37.8400	37.8400	37.8400	378.4000	

RIDOT Debt Se	RIDOT Debt Service Program												
STIP ID: 7702	PTS ID:	17001B	Projec	ct Name: G/	ARVEE Deb	t Service							
Municipality		Description										Responsible Agency	
Admin / Statewide	2	This line item p	provides the fun	ding required	to pay the deb	service associ	ated with Gran	t Anticipation I	Revenue Vehic	le (GARVEE) bo	onds.	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Other	NHPP	65.8200	65.8200	65.8200	62.4300							259.8900	
Other	OutYear					62.4300	62.4300	62.4300	62.4300	62.4300	62.2300	374.3800	
	Subtotal	65.8200	65.8200	65.8200	62.4300	62.4300	62.4300	62.4300	62.4300	62.4300	62.2300	634.2700	
	Total	65.8200	65.8200	65.8200	62.4300	62.4300	62.4300	62.4300	62.4300	62.4300	62.2300	634.2700	

RIDOT Debt Se	RIDOT Debt Service Program												
STIP ID: 7703	PTS ID:	17001C	Projec	ct Name: Mo	otor Fuel Bo	ond Debt Se	rvice						
Municipality		Description										Responsible Agency	
Admin / Statewide	•	This line item p	provides the fun	nding required	to pay the deb	t service of mo	tor fuel bonds i	issued to mato	the federal G	SARVEE bonds.		RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Other	MFB DebtService	5.3600	5.3600	5.2400	4.8800							20.8400	
Other	OutYear					4.0700	1.2000					5.2700	
	Subtotal	5.3600	5.3600	5.2400	4.8800	4.0700	1.2000					26.1100	
	Total	5.3600	5.3600	5.2400	4.8800	4.0700	1.2000					26.1100	

RIDOT Debt Se	RIDOT Debt Service Program												
STIP ID: 7704	PTS ID:	TBD	Project N	lame: New	GO Bond Do	ebt Service							
Municipality		Description										Responsible Agency	
Admin / Statewide	Admin / Statewide This line item provides the funding required to pay the debt service of \$71.70 million General Obligation (GO) Transportation Bonds issued in 202 to provide state matching funds to support ongoing projects.									ssued in 2021	RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Other	OutYear					5.6000	5.6000	5.6000	5.6000	5.6000	5.6000	33.6000	
Other	RIDOT Gas Tax	2.8000	5.6000	5.6000	5.6000							19.6000	
	Subtotal	2.8000	5.6000	5.6000	5.6000	5.6000	5.6000	5.6000	5.6000	5.6000	5.6000	53.2000	
	Total	2.8000	5.6000	5.6000	5.6000	5.6000	5.6000	5.6000	5.6000	5.6000	5.6000	53.2000	

RIDOT Debt Se	RIDOT Debt Service Program												
STIP ID: 7705	PTS ID:	TBD	Project N	lame: Pass	Thru: RIPT	A DMV Debt	Service						
Municipality		Description										Responsible Agency	
Admin / Statewide	•	This line item p	orovides fundin	g to support ge	eneral obligatio	n debt service f	or debt acquir	ed by the Rhod	le Island Public	Transit Author	rity (RIPTA).	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Other	OutYear					1.6000	1.6000	1.6000	1.6000	1.6000	1.6000	9.6000	
Other	RIDOT Gas Tax	1.6000	1.6000	1.6000	1.6000							6.4000	
	Subtotal	1.6000	1.6000	1.6000	1.6000	1.6000	1.6000	1.6000	1.6000	1.6000	1.6000	16.0000	
	Total	1.6000	1.6000	1.6000	1.6000	1.6000	1.6000	1.6000	1.6000	1.6000	16.0000		

RIDOT Headqu	ıarters Operatio	ns Program										
STIP ID: 5119	PTS ID:	TBD	Project N	lame: Moto	r Fuel Tax E	vasion Pro	gram					
Municipality		Description										Responsible Agency
Admin / Statewide	This line item provides funding to support the FAST Act's Highway Use Tax Evasion Projects program, which authorizes the Secretary to provide funding to the Internal Revenue Service, other Federal agencies, and the States to carry out intergovernmental enforcement efforts along with training and research to reduce evasion of payment of motor fuel and other highway use taxes.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear					0.1600	0.1600	0.1600	0.1600	0.1600	0.1600	0.9600
Other	STBG	0.1600	0.1600	0.1600	0.1600							0.6400
	Subtotal	0.1600	0.1600	0.1600	0.1600	0.1600	0.1600	0.1600	0.1600	0.1600	0.1600	1.6000
	Total	0.1600	0.1600	0.1600	0.1600	0.1600	0.1600	0.1600	0.1600	0.1600	0.1600	1.6000

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RIDOT Headqu	RIDOT Headquarters Operations Program												
STIP ID: 7610	PTS ID:	17000T	Projec	t Name: ISI	F/DOA Cent	ralization C	harges						
Municipality		Description										Responsible Agency	
Admin / Statewide		This line includ	es expenses as	sociated with D	OOA purchasing	g, DBE, audit sta	ff, DCAMM, ar	nd Human Resc	ources.			RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Other	OutYear					3.5400	3.5700	3.6100	3.6400	3.6800	3.7200	21.7600	
Other	RIDOT Gas Tax	3.2700	3.4300	3.4700	3.5000							13.6700	
	Subtotal	3.2700	3.4300	3.4700	3.5000	3.5400	3.5700	3.6100	3.6400	3.6800	3.7200	35.4300	
	Total	3.2700	3.4300	3.4700	3.5000	3.5400	3.5700	3.6100	3.6400	3.6800	3.7200	35.4300	

RIDOT Headqu	RIDOT Headquarters Operations Program												
STIP ID: 7622	PTS ID:	TBD	Project N	lame: Oper	ational Con	tingency							
Municipality		Description										Responsible Agency	
Admin / Statewide	Admin / Statewide This line item includes contingency funding to support operational needs of RIDOT that arise each year.										RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Other	OutYear					3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	18.0000	
Other	RIDOT Gas Tax	3.0000	3.0000	3.0000	3.0000							12.0000	
	Subtotal	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	30.0000	
	Total	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	30.0000	

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RIDOT Headqu	ıarters Operatio	ns Program										
STIP ID: 7623	PTS ID:	TBD	Project N	lame: Land	Sales Proje	cts						
Municipality		Description										Responsible Agency
Admin / Statewide	dmin / Statewide This line item provides funding from land sales revenue to support miscellaneous department projects, programs, and initiatives.											RIDOT
Phase	Funding	2022										Total
Other	Land Sales	4.9000	5.0000	3.0000	5.0000							17.9000
Other	OutYear					5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	30.0000
	Subtotal	4.9000	5.0000	3.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	47.9000
	Total	4.9000	5.0000	3.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	47.9000

RIDOT Headqu	arters Operatio	ns Program										
STIP ID: 7631	PTS ID:	TBD	Project N	lame: Head	quarters Op	erations						
Municipality		Description										Responsible Agency
Admin / Statewide	Admin / Statewide This line item includes funding to support the administration of RIDOT, including staff salaries, technology support, health and safety programs, and other operational expenses.										RIDOT	
Phase	Funding	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									Total	
Other	OutYear					18.0500	18.2300	18.4100	18.5900	18.7800	18.9700	111.0300
Other	RIDOT Gas Tax	16.6800	17.5200	17.6900	17.8700							69.7600
	Subtotal	16.6800	17.5200	17.6900	17.8700	18.0500	18.2300	18.4100	18.5900	18.7800	18.9700	180.7900
	Total	16.6800	17.5200	17.6900	17.8700	18.0500	18.2300	18.4100	18.5900	18.7800	18.9700	180.7900

RIDOT Headqu	arters Operatio	ns Program										
STIP ID: 7632	PTS ID:	TBD	Project N	lame: Pass	Thru: 5% D	MV Share to	RIPTA					
Municipality		Description										Responsible Agency
Admin / Statewide	Admin / Statewide This line item provides 5% of DMV fee revenues to RIPTA, as directed in the state budget.											
Phase	Funding	2022										Total
Other	OutYear					4.6600	4.7000	4.7500	4.8000	4.8400	4.8900	28.6400
Other	RIDOT RIHMA	4.4500	4.5200	4.5600	4.6100							18.1400
	Subtotal	4.4500	4.5200	4.5600	4.6100	4.6600	4.7000	4.7500	4.8000	4.8400	4.8900	46.7800
	Total	4.4500	4.5200	4.5600	4.6100	4.6600	4.7000	4.7500	4.8000	4.8400	4.8900	46.7800

RIDOT Headqu	ıarters Operatio	ns Program										
STIP ID: 7633	PTS ID:	TBD	Project N	lame: Pass	Thru: RIPT	A DMV Free	Fare					
Municipality		Description										Responsible Agency
Admin / Statewide	Admin / Statewide This line item provides a fixed amount of pass thru funding to RIPTA from DMV fees (RIHMA funds) to support Free Fares.											RIDOT
Phase	Funding	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031							Total			
Other	OutYear					3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	20.4000
Other	RIDOT RIHMA	3.4000	3.4000	3.4000	3.4000							13.6000
	Subtotal	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	34.0000
	Total	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	34.0000

RIDOT Headqu	arters Operatio	ns Program										
STIP ID: 7634	PTS ID:	TBD	Project N	lame: Pass	Thru: 5% to	General Re	evenues					
Municipality		Description										Responsible Agency
Admin / Statewide	Admin / Statewide This line item provides 5% of DMV fee revenues to the general fund, as directed in the state budget.											RIDOT
Phase	Funding	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									Total	
Other	OutYear					4.8700	4.9100	4.9600	5.0100	5.0600	5.1100	29.9200
Other	RIDOT RIHMA	4.9000	4.6900	4.7600	4.8200							19.1700
	Subtotal	4.9000	4.6900	4.7600	4.8200	4.8700	4.9100	4.9600	5.0100	5.0600	5.1100	49.0900
	Total	4.9000	4.6900	4.7600	4.8200	4.8700	4.9100	4.9600	5.0100	5.0600	5.1100	49.0900

RIDOT Headqu	arters Operatio	ns Program										
STIP ID: 7809	PTS ID:	TBD	Project N	lame: LTAP								
Municipality		Description										Responsible Agency
Admin / Statewide	Admin / Statewide This line item includes funding cooperative technical transportation training efforts with local government.											RIDOT
Phase	Funding								Total			
Other	OutYear					0.1300	0.1300	0.1300	0.1300	0.1300	0.1300	0.7800
Other	STBG	0.1300	0.1300	0.1300	0.1300							0.5200
	Subtotal	0.1300	0.1300	0.1300	0.1300	0.1300	0.1300	0.1300	0.1300	0.1300	0.1300	1.3000
	Total	0.1300	0.1300	0.1300	0.1300	0.1300	0.1300	0.1300	0.1300	0.1300	0.1300	1.3000

RIDOT Headqu	arters Operatio	ns Program										
STIP ID: 7810	PTS ID:	TBD	Project N	lame: DBE	and Title VI	Training						
Municipality		Description										Responsible Agency
Admin / Statewide	dmin / Statewide This line item includes activities centered around education and outreach to women, minority populations and students to encourage transportation career paths and goals through education.											RIDOT
Phase	Funding	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									Total	
Other	OutYear					1.3400	1.3400	1.3400	1.3400	1.3400	1.3400	8.0400
Other	STBG	1.3400	1.3400	1.3400	1.3400							5.3600
	Subtotal	1.3400	1.3400	1.3400	1.3400	1.3400	1.3400	1.3400	1.3400	1.3400	1.3400	13.4000
	Total	1.3400	1.3400	1.3400	1.3400	1.3400	1.3400	1.3400	1.3400	1.3400	1.3400	13.4000

RIDOT Headqu	arters Operatio	ns Program										
STIP ID: 11003	PTS ID	: TBD	Project	Name: Pass	s Thru: Divi	sion of Stat	ewide Planı	ning				
Municipality		Description										Responsible Agency
Admin / Statewide	This line item includes funding to support the transportation planning efforts of the Department of Administration's Division of Statewide Planning (RIDSP), which serves as staff to the Metropolitan Planning Organization. RIDSP provides the state match required to utilize the federal funding conveyed through this line item.											RIDOT
Phase	Funding										Total	
Other	MPO	2.2000	2.2500	2.2900	2.3400							9.0800
Other	OutYear					2.4600	2.4600	2.4600	2.4600	2.4600	2.4600	14.7600
Other	STBG	0.6900	0.6700	0.6600	0.6400							2.6600
	Subtotal	2.8900	2.9200	2.9500	2.9800	2.4600	2.4600	2.4600	2.4600	2.4600	2.4600	26.5000
	Total	2.8900	2.9200	2.9500	2.9800	2.4600	2.4600	2.4600	2.4600	2.4600	2.4600	26.5000

RIDOT Headqu	arters Operatio	ns Program										
STIP ID: 12301	PTS ID	: TBD	Project	Name: Serv	er Upgrade	s and Tech	nology Impi	rovements				
Municipality		Description										Responsible Agency
Admin / Statewide	dmin / Statewide Investments in server technology to support migration to cloud environments.										RIDOT	
Phase	Funding	2022	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									
Other	OutYear					0.4000	0.4000	0.4000	0.4000	0.5000	0.5000	2.6000
Other	RICAP Match	0.5000	0.0600	0.0600	0.0600							0.6800
Other	STBG	2.0000	0.2400	0.2400	0.2400							2.7200
	Subtotal	2.5000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000	0.4000	0.5000	0.5000	6.0000
	Total	2.5000	0.3000	0.3000	0.3000	0.4000	0.4000	0.4000	0.4000	0.5000	0.5000	6.0000

RIDOT Mainter	nance Operation	ns Program										
STIP ID: 7501	PTS ID:	50000A	Proje	ct Name: Wi	inter Operat	ions						
Municipality		Description										Responsible Agency
Admin / Statewide	min / Statewide This line item includes funding to support activities associated with winter maintenance, such as snow removal and salt distribution.											RIDOT
Phase	Funding	2022	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									
Other	OutYear					15.4500	15.6100	15.7700	15.9200	16.0800	16.2400	95.0700
Other	RIDOT Gas Tax	8.8400	7.7500	8.3500	8.9600							33.9000
Other	RIDOT RIHMA	5.5700	7.2500	6.8000	6.3400							25.9600
	Subtotal	14.4100	15.0000	15.1500	15.3000	15.4500	15.6100	15.7700	15.9200	16.0800	16.2400	154.9300
	Total	14.4100	15.0000	15.1500	15.3000	15.4500	15.6100	15.7700	15.9200	16.0800	16.2400	154.9300

RIDOT Mainter	nance Operation	ns Program										
STIP ID: 7502	PTS ID:	50000B	Proje	ct Name: Ve	hicles and	Equipment						
Municipality		Description										Responsible Agency
Admin / Statewide	min / Statewide This line item includes funding to support maintenance and fueling of fleet vehicles.										RIDOT	
Phase	Funding	2022	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									
Other	OutYear					5.6700	5.7200	5.7800	5.8400	5.9000	6.0000	34.9100
Other	RIDOT Gas Tax	5.0000	5.0000	5.0000	5.0000							20.0000
Other	RIDOT RIHMA	0.2500	0.5000	0.5600	0.6100							1.9200
	Subtotal	5.2500	5.5000	5.5600	5.6100	5.6700	5.7200	5.7800	5.8400	5.9000	6.0000	56.8300
	Total	5.2500	5.5000	5.5600	5.6100	5.6700	5.7200	5.7800	5.8400	5.9000	6.0000	56.8300

RIDOT Mainter	nance Operatio	ns Program										
STIP ID: 7503	PTS ID:	50000C	Proje	ct Name: Ma	aintenance	Operations						
Municipality		Description										Responsible Agency
Admin / Statewide	This line item includes funding to support the operations of RIDOT's Maintenance Division, including the cost of minor bridge and pothole repairs, striping, mowing, and litter pickup.											RIDOT
Phase	Funding	2022										
Other	2021 COVID	19.6000										19.6000
Other	OutYear					42.6400	43.0700	43.5000	43.9300	44.3700	44.8200	262.3300
Other RIDOT RIHMA 19.8200 41.3900 41.8000 42.2200										145.2300		
	Subtotal	39.4200	41.3900	41.8000	42.2200	42.6400	43.0700	43.5000	43.9300	44.3700	44.8200	427.1600
	Total	39.4200	41.3900	41.8000	42.2200	42.6400	43.0700	43.5000	43.9300	44.3700	44.8200	427.1600

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RIDOT Maintenance Operations Program												
STIP ID: 7505 PTS ID:		50000E Project Name: Transportation Management Center (TMC) Operations										
Municipality		Description										Responsible Agency
Admin / Statewide	9	This line item provides funding to support the operation of Intelligent Transportation Systems (ITS) throughout the state, including variable message boards and real-time monitoring of traffic.										RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	NHPP	4.2500	4.2900	4.3400	4.3800							17.2600
Other	Other Federal	0.1000										0.1000
Other	OutYear					4.4200	4.4700	4.5100	4.5600	4.6000	4.6500	27.2100
Other	RICAP Match	0.5000										0.5000
	Subtotal	4.8500	4.2900	4.3400	4.3800	4.4200	4.4700	4.5100	4.5600	4.6000	4.6500	45.0700
	Total	4.8500	4.2900	4.3400	4.3800	4.4200	4.4700	4.5100	4.5600	4.6000	4.6500	45.0700

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RIDOT Mainter	nance Operation	ns Program										
STIP ID: 7506	PTS ID:	50000F	Projec	ct Name: Sta	atewide Har	dware Repl	acement					
Municipality		Description										Responsible Agency
Admin / Statewide	2	This line item properties and the maintained by		•	e replacement	of guardrails, f	encing, impact	attenuators, a	nd other hardv	ware owned and	d/or	RIDOT
Phase	Funding	2022										
Other	OutYear					3.0000	3.1000	3.2500	3.4000	3.6000	3.8000	20.1500
Other	RIDOT RIHMA	0.4000	0.5200	0.5200	0.5200							1.9600
Other	STBG	1.6000	2.0800	2.0800	2.0800							7.8400
	Subtota		2.6000	2.6000	2.6000	3.0000	3.1000	3.2500	3.4000	3.6000	3.8000	29.9500
	Total		2.6000	2.6000	2.6000	3.0000	3.1000	3.2500	3.4000	3.6000	3.8000	29.9500

RIDOT Mainter	RIDOT Maintenance Operations Program												
STIP ID: 7508	PTS ID:	TBD	Project N	Name: TMC	Equipment	Asset Mana	gement						
Municipality		Description										Responsible Agency	
Admin / Statewide This line item supports the regular maintainance, repair, and replacement of equipment utilized by the Traffic Management Center (TMC). This funding may be used to replace the most obselete TMC equipment on an asset management basis.									ΓMC). This	RIDOT			
Phase	Funding	2022											
Construction	HSIP	0.1150	0.1150	0.1150	0.1150							0.4600	
Construction	NHPP	0.5000	0.5000	1.0000	1.0000							3.0000	
Construction	OutYear					0.6150	0.6150	0.6150	0.6150	0.6150	0.6150	3.6900	
	Subtotal		0.6150	1.1150	1.1150	0.6150	0.6150	0.6150	0.6150	0.6150	0.6150	7.1500	
	Total	0.6150	0.6150	1.1150	1.1150	0.6150	0.6150	0.6150	0.6150	0.6150	0.6150	7.1500	

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RIDOT Mainter	RIDOT Maintenance Operations Program												
STIP ID: 7910	PTS ID:	0131P	Project	t Name: Mai	ntenance F	acilities and	Related Ex	penses					
Municipality		Description										Responsible Agency	
Admin / Statewide	2	This line item portion and store				related to main nd rental costs a			_	acility asset pro	otection, salt	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Other	OutYear					5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	30.0000	
Other	RICAP Non Match	5.0000	5.0000	5.0000	5.0000							20.0000	
	Subtotal 5		5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	50.0000	
	Total		5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	50.0000	

RIDOT Mainte	nance Operatior	ns Program										
STIP ID: 12117	PTS ID	: TBD	Project	Name: ITS	Additions to	Capital Pro	ojects					
Municipality		Description										Responsible Agency
Admin / Statewide	movement of freight on NHS, workzone safety systems for real time safety and congestion management, standalone CMS signs, road weather monitoring sites for winter operations.										on and	RIDOT
Phase	Funding	2022									Total	
Construction	Carbon	1.5200	1.5400	1.3600	1.4400							5.8600
Construction	OutYear					1.8000						1.8000
Construction	RICAP Match	0.3800	0.3900	0.3400	0.3600							1.4700
	Subtotal	1.9000	1.9300	1.7000	1.8000	1.8000						9.1300
	Total	1.9000	1.9300	1.7000	1.8000	1.8000						9.1300

RIDOT Mainte	nance Operatio	ns Program										
STIP ID: 12118	B PTS II	D: TBD	Project	Name: ATM	IS Developr	ment and Int	tegration					
Municipality		Description										Responsible Agency
Admin / Statewid	the Public										RIDOT	
Phase	Funding	2022										Total
Construction	OutYear					0.5000						0.5000
Construction	PROTECT		1.1200	0.6000	0.6000							2.3200
Construction	RICAP Match		0.2800	0.1500	0.1500							0.5800
	Subtotal			0.7500	0.7500	0.5000						3.4000
	Total		1.4000	0.7500	0.7500	0.5000						3.4000

RIDOT Mainter	nance Operatior	ns Program										
STIP ID: 12119	PTS ID	: TBD	Project	Name: Safe	ety Service I	Patrol						
Municipality		Description										Responsible Agency
Admin / Statewide		<pre><div>Dedicated and clear the re if benefits are re</div></pre>	oad to reducing	g delay, emissio	ons, fuel consur	mption and sec	ondary incide	nts. Ramping u	ıp with additio	nal vehicles /ro	ads in future	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	Carbon	0.4000	0.4000	0.6000	0.6000							2.0000
Construction	OutYear					1.0000						1.0000
Construction	RICAP Match	0.1000	0.1000	0.1500	0.1500							0.5000
	Subtotal	0.5000	0.5000	0.7500	0.7500	1.0000						3.5000
	Total	0.5000	0.5000	0.7500	0.7500	1.0000						3.5000

RIDOT Mainte	nance Operatior	ns Program										
STIP ID: 12120	PTS ID	: 2605T	Projec	t Name: Re	furbishmen	t and Expai	nsion of CN	IS and Hyb	rid Travel T	ime Networ	'k	
Municipality		Description										Responsible Agency
Admin / Statewide		Replacing 95 N mitigation. De travel time sign	ploying new art	terial CMS to su	upport arterial	management a	nd evac plann	ing, phasing οι	ut HARs. Initial	roll out of 10-		RIDOT
Phase	Funding	travel time signs to provide multiple destination times, and alt route travel times to assist motorists in avoiding congestion. Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									Total	
Construction	NHPP	1.6000	0.9600	0.9600	0.8800							4.4000
Construction	OutYear					1.0000						1.0000
Construction	RICAP Match	0.4000	0.2400	0.2400	0.2200							1.1000
	Subtotal	2.0000	1.2000	1.2000	1.1000	1.0000						6.5000
	Total	2.0000	1.2000	1.2000	1.1000	1.0000						6.5000

RIDOT Mainte	RIDOT Maintenance Operations Program												
STIP ID: 12121	PTS ID	: TBD	Project	Name: RID	OT Traffic S	ignal Syste	ms Manage	ement Prog	ram				
Municipality		Description										Responsible Agency	
Admin / Statewid	е	Support for tra	ffic-signal mana	agement relate	d initiatives su	ch as signal loo	p monitoring,	diagnostics, re	pair/refurbish	and integration		RIDOT	
Phase	Funding	2022	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										
Construction	Carbon	0.4000	0.4000	0.4000	0.4000							1.6000	
Construction	OutYear					0.5000						0.5000	
Construction	RICAP Match	0.1000	0.1000	0.1000	0.1000							0.4000	
	Subtotal	0.5000	0.5000	0.5000	0.5000	0.5000						2.5000	
	Total	0.5000	0.5000	0.5000	0.5000	0.5000						2.5000	

RIDOT Mainter	RIDOT Maintenance Operations Program													
STIP ID: 12122	PTS ID	: TBD	Project	Name: Sma	art Corridor	s Initiatives	(Smart Lig	hting, CAV,	C-V2X)					
Municipality		Description										Responsible Agency		
Admin / Statewide	Admin / Statewide Complete configuration and implement statewide streetlight mesh data network features in Y1, manage highway smart lights and support innovative new technology deployments for Connected Vehicle infrastructure and Smart Corridor development in subsequent years										RIDOT			
Phase	Funding	2022												
Construction	Carbon	0.0800	0.0400	0.0400	0.0400							0.2000		
Construction	OutYear					0.0500						0.0500		
Construction	RICAP Match	0.0200	0.0100	0.0100	0.0100							0.0500		
	Subtotal	0.1000	0.0500	0.0500	0.0500	0.0500						0.3000		
	Total	0.1000	0.0500	0.0500	0.0500	0.0500						0.3000		

RIDOT Major	Capital Projects	Program										
STIP ID: 1364	PTS ID:	: 0050A	Projec	t Name: Pe	II Bridge Ra	mps, Phase	e 1					
Municipality		Description										Responsible Agency
Middletown, Nev	wport		•		wy (Admiral Ka ction of a share		• •			•	• ,,	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	RICAP Match	0.6000										0.6000
Construction	STBG	2.4000										2.4000
	Subtotal	3.0000										3.0000
Other	RICAP Match		0.1000									0.1000
Other	STBG		0.4000									0.4000
	Subtotal											0.5000
	Total	3.0000	0.5000									3.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_173	JT Connell Highway (Adm Kalbfus to Middletown T/L)	JT Connell Highway	Newport	Reconstruction	No
Pavement	Pave_174	JT Connell Highway (Newport T/L to West Main Road)	JT Connell Highway	Middletown	Reconstruction	No

RIDOT Major	Capital Projects	Program										
STIP ID: 3007	PTS ID	: 2603M	Projec	t Name: Brid	dge Group (04_R- I-95/R	T 10					
Municipality		Description										Responsible Agency
Cranston, Provid	ence, Warwick	' '	onsolidates worl these TIPIDs ar	' '		,			0 , ,	' '		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		1.0000	1.0000	1.0000							3.0000
Design	RICAP Match		0.2500	0.2500	0.2500							0.7500
	Subtota	l	1.2500	1.2500	1.2500							3.7500
Construction	2020 GARVEE			17.0000	26.3550							43.3550
Construction	2022 Rev Bond			2.0000	3.1500							5.1500
Construction	2023 Bridge				8.0000							8.0000
Construction	Bridge Formula				2.0000							2.0000
Construction	NHFP			2.0000								2.0000
Construction	OutYear					45.0000	59.0000	60.0000	64.0000	63.0000	42.0000	333.0000
Construction					6.0000							7.8000
	Subtotal			22.8000	45.5050	45.0000	59.0000	60.0000	64.0000	63.0000	42.0000	401.3050
Other	er OutYear										5.7450	5.7450
	Subtotal										5.7450	5.7450
	Total		1.2500	24.0500	46.7550	45.0000	59.0000	60.0000	64.0000	63.0000	47.7450	410.8000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	061901	Pettaconsett Ave	I-95 NB & SB	Warwick	Replace	No
Bridge	065601	Eddy Street South	EDDY ST	Providence	Replace	No
Bridge	065701	Broad Street South	BROAD ST	Providence	Replace	No
Bridge	065801	Narragansett Electric Co	I-95 NB & SB	Providence	Removal	No
Bridge	065901	Elmwood Ave	I-95 NB & SB	Providence	Replace	No
Bridge	066001	West Elmwood RR	I-95 NB & SB	Providence	Replace	No
Bridge	066201	Ramp CB	I-95 RAMP CB	Cranston	Replace	No
Bridge	066301	Ramp B-EL	I-95 RAMP B-EL	Cranston	Removal	No
Bridge	066401	Huntington North	RI 10 RAMP BC	Cranston	Replace	No
Bridge	066501	Huntington Viaduct	RI 10 HUNTNGTN EXP	Cranston	Replace	No
Bridge	066601	Huntington South	RI 10 RAMP DB	Cranston	Replace	No

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RIDOT Majo	or Capital Proje	ects Program				
STIP ID: 30	07					
Bridge	066701	Elmwood Ave South	RI 10 HUNTNGTN EXP	Providence	Replace	No
Bridge	066801	Pontiac Ave	PONTIAC AV	Cranston	Replace	No
Bridge	067501	Park Ave East	RI 12 PARK AV	Cranston	Removal	No
Bridge	068001	Pawtuxet River	I-95 NB & SB	Cranston	Replace	No
Pavement	Pave_22	I-95S (Milford St. Overpass to Warwick T/L)	I-95S	Cranston	Level and Overlay	No
Pavement	Pave_23	I-95S (Warwick T/L @ Exit 4A to Warwick T/L)	I-95S	Cranston	Level and Overlay	No
Pavement	Pave_24	I-95S (Cranston T/L to Cranston T/L @ Exit 4A	I-95S	Warwick	Level and Overlay	No
Pavement	Pave_25	I-95S (Cranston T/L to Service Ave.)	I-95S	Warwick	Level and Overlay	No
Pavement	Pave_26	I-95N (RI-10 to Providence T/L)	I-95N	Cranston	Level and Overlay	No
Pavement	Pave_27	I-95N (Cranston T/L to I-195 @ Exit 19)	I-95N	Providence	Level and Overlay	No
Pavement	Pave_28	I-95S (I-195W @ Exit 1B to Cranston T/L)	I-95S	Providence	Level and Overlay	No
Pavement	Pave_29	I-95S (Providence T/L to RI-10)	I-95S	Cranston	Level and Overlay	No
Pavement	Pave_3	I-95N (Jefferson Blvd to Cranston T/L)	I-95N	Warwick	Mill and Fill	No
Pavement	Pave_4	I-95N (Warwick T/L to 320' north of Laurens St)	I-95N	Cranston	Mill and Fill	No

RIDOT Major (Capital Projects	Program										
STIP ID: 3061	PTS ID:	0017B	Project	t Name: Brid	dge Group 4	19 Hende	rson Bridge					
Municipality		Description										Responsible Agency
East Providence	st Providence Bridge # 060001: Replacement with narrower structure; streetscape improvements; installation of separated bicycle and pedestrian lanes. Bridges #059501 and 059601: Removal in conjunction with streetscape improvements.							RIDOT				
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2020 Bridge	8.0000										8.0000
Construction	2021 Bridge	2.0000	13.6000									15.6000
Construction	2022 Bridge		2.4000	12.0000								14.4000
Construction	AugRed				4.0000							4.0000
Construction	PY State	4.0000	4.0000	3.0000	1.0000							12.0000
Construction	STBG	6.0000										6.0000
	Subtotal	20.0000	20.0000	15.0000	5.0000							60.0000
Other	OutYear					1.5000	1.5000					3.0000
	Subtotal					1.5000	1.5000					3.0000
	Total	20.0000	20.0000	15.0000	5.0000	1.5000	1.5000					63.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	059501	Massasoit Ave Ramp South	MASSASOIT AV RAMP	East Providence	Removal	No
Bridge	059601	Massasoit Ave Ramp North	RAMP WR-5 (SRC)	East Providence	Removal	No
Bridge	060001	Red Bridge	SEEKONK RIVER CROS	East Providence	Replace	No
TAP	TAP3061	Henderson Bridge Shared Use Path (South)	Henderson Bridge Shared Use Path	East Providence	New Construction	No

RIDOT Major (Capital Projects	Program										
STIP ID: 3082	PTS ID:	2604M	Projec	t Name: Brid	dge Group (57TB Was	hington Bri	idge North				
Municipality		Description										Responsible Agency
East Providence	Phase II work on Washington Bridge Westbound, this project includes repairs to bridge #070001 as well as restriping the approachto the bridge along I-195 Westbound. A new ramp connecting I-195 to Waterfront Drive in East Providence will also be constructed, and I-195 West will be resurfaced from Broadway in East Providence to the Providence River Bridge in Providence. This project is partially supported by a \$25M grant from the BUILD program.							RIDOT				
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2019 BUILD	10.0000	10.0000	5.0000								25.0000
Construction	2020 GARVEE				6.4000							6.4000
Construction	2021 Bridge		10.0000	7.0000								17.0000
Construction	2021 GO Bond	2.5000	5.0000	3.0000								10.5000
Construction	PY State				1.6000							1.6000
	Subtotal	12.5000	25.0000	15.0000	8.0000							60.5000
Other	OutYear					1.2500	1.2500					2.5000
	Subtotal					1.2500	1.2500					2.5000
	Total	12.5000	25.0000	15.0000	8.0000	1.2500	1.2500					63.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	070001	Washington Bridge North	I-195 WB	East Providence	Major Rehab	No
Pavement	Pave_18	I-195W (Broadway to Providence River Bridge)	I-195 WB	East Providence	Level and Overlay	No

RIDOT Major	Capital Projects	Program										
STIP ID: 3122	PTS ID:	0027B	Project	t Name: 6/10) Project							
Municipality		Description										Responsible Agency
Johnston, Provide	ence	the seven struc	project includes reconstructing the entire interchange of US-6 and RI-10 within the existing highway right of way, while replacing or removing seven structurally deficient bridges within the project area. The project also includes new shared use paths extending from Union Avenue to ey Street to enhance connectivity between neighborhoods and link the Woonasquatucket River Bikeway and Washington Secondary Bike Path.								RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2020 Bridge	12.7600										12.7600
Construction	2021 Bridge	10.0000										10.0000
Construction	RICAP Match		40.0000	40.0000								80.0000
Construction	Truck Tolls	17.2400										17.2400
	Subtotal	40.0000	40.0000	40.0000								120.0000
Other	OutYear					8.0000						8.0000
Other	RICAP Match				15.0000							15.0000
	Subtotal				15.0000	8.0000						23.0000
	Total	40.0000	40.0000	40.0000	15.0000	8.0000						143.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	050101	Plainfield Street	US 6 OLNEYVLLE EXP	Providence	Replace	No
Bridge	050401	Huntington Ave Viaduct	US 6 OLNEYVLLE EXP	Providence	Major Rehab	No
Bridge	050501	Westminster St UP 1	WESTMINSTER ST	Providence	Replace	No
Bridge	050601	Westminster St UP 2	WESTMINSTER ST	Providence	Replace	No
Bridge	050701	Broadway Overpass	US 6 OLNEYVLLE EXP	Providence	Preservation	No
Bridge	050801	Broadway Underpass	BROADWAY	Providence	Replace	No
Bridge	050901	Broadway Ramp Overpass	US 6 RAMP BD	Providence	Removal	No
Bridge	051001	Harris Ave RR	US 6 LANES A & B	Providence	Replace	No
Bridge	060201	Hartford Ave East	US 6 EB & WB	Providence	Replace	No
Bridge	130201	Dike Street Pedestrian Bridge	6/10 Bike Path	Providence	Construction	No
Bridge	130601	Westminster Street	Westminster Street	Providence	Construction	No
Pavement	Pave_100	US-6E to RI-10S Ramp	US-6E, RI-10S	Providence	Level and Overlay	No
Pavement	Pave_98	US-6W 6/10 to Glenbridge Ave		Johnston		No
Pavement	Pave_99	US-6E (Glenbridge to 6/10)	RI-10N, US-6E	Providence	Level and Overlay	No
TAP	TAP_47791	Westminster St. BP Connections	Westminster Street	Providence	Construction	No
TAP	TAP_47792	Asa Messer and Franciscan Park BP Connections	6/10 Bike Path	Providence	Construction	No
			0, 20 2			

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RIDOT Major (RIDOT Major Capital Projects Program										
STIP ID: 3122	STIP ID: 3122										
TAP	TAP_47989	Service Road BP-R (Union Ave to Waverly St)	Service Road No. 1	Providence	Construction	No					
TAP	TAP_47990	Service Road BP-L (Waverly St to Westminster St)	Service Road No. 1	Providence	Construction	No					
TAP	TAP_47993	Tobey Street Bike Connections	Tobey Street	Providence	Construction	No					

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STIP ID: 3132	PTS ID:	2601E	Project	Name: Brid	lge Group 5	1A RI-37	C-2					
Municipality		Description										Responsible Agency
Cranston, Warwi	ick	Safety Improve introduction of (Bridge #12640	ridge #062601, 062701, 062801, 062901, and 063501: Total bridge replacement. afety Improvements to Pontiac Avenue, Sockanosset Cross Road, and the Route 37 on- and off-ramps, including the ntroduction of dual left-turn lanes northbound onto Sockanosset Cross Road, widening of the Route 37 West off-ramp onto Pontiac Avenue Bridge #126401), and signal improvements to improve traffic flow. Il other structures will be addressed with preservation activities to extend the useful service life of the structures.								RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2020 Bridge	3.0000										3.0000
Construction	2021 Bridge	4.0000										4.0000
Construction	2021 GO Bond		0.8000									0.8000
Construction	Bridge Formula		3.6000									3.6000
Construction	NHPP	2.2000	3.8000									6.0000
Construction	PY State		3.1000									3.1000
Construction	RICAP Match		0.2500									0.2500
	Subtotal	9.2000	11.5500									20.7500
Other	Bridge Formula			2.6400	1.2400							3.8800
Other	Closeouts				1.0000							1.0000
Other	PY State			0.6600	0.5600							1.2200
	Subtotal			3.3000	2.8000							6.1000
	Total	9.2000	11.5500	3.3000	2.8000							26.8500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR					
Bridge	062601	Pontiac Branch RR	RI 37 EB & WB	Cranston	Replace	No					
Bridge	062701	Pontiac Ave	RI 37 EB & WB	Cranston	Replace	No					
Bridge	062801	Pawtuxet River South	RI 37 EB	Cranston	Replace	No					
Bridge	062901	Pawtuxet River North	RI 37 WB	Cranston	Replace	No					
Bridge	063001	Lincoln Park Ramp South	RI 37 EB	Warwick	Preservation	No					
Bridge	063101	Lincoln Park Ramp North	RI 37 WB	Warwick	Preservation	No					
Bridge	063201	Lincoln Park South	RI 37 EB	Warwick	Preservation	No					
Bridge	063301	Lincoln Park North	RI 37 WB	Warwick	Preservation	No					
Bridge	063401	Jefferson Blvd South	RI 37 EB	Warwick	Preservation	No					

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RIDOT Major C	RIDOT Major Capital Projects Program										
STIP ID: 3132	STIP ID: 3132										
Bridge	063501	Jefferson Blvd North	RI 37 WB	Warwick	Replace	No					
Bridge	126301	PONTIAC AVE RI 37 CULVERT	PONTIAC AVE	Cranston	Preservation	No					
Bridge	ge 126401 RI 37-Pontiac Ave Culvert RI 37 EB & WB Cranston Preservation No										

RIDOT Major (Capital Projects	Program										
STIP ID: 3153	PTS ID:	0018B	Project	t Name: Brid	lge Group 7	75T 5B (I)F	Providence '	Viaduct No	rthbound			
Municipality		Description										Responsible Agency
Providence		and highway rai	amps, Amtrak's of the Interstate Downtown on-	e will eliminate t -ramps to the R	ridor and the W the weaving co	Voonasquatuck onflicts and con	et River. Const ngestion that pl	truction of a ne lague the segm	ew collector-di nent of I-95 No	stributor (C-D) i rthbound from	road along the 6/10	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2019 INFRA	15.0000	15.0000	15.3550								45.3550
Construction	2020 GARVEE	25.0000	33.0000	26.2450	36.0000							120.2450
Construction	2021 GO Bond	10.0000	12.0000	3.2000								25.2000
Construction	2022 Rev Bond			7.2000	9.0000							16.2000
	Subtotal	50.0000	60.0000	52.0000	45.0000							207.0000
Other	OutYear					5.0000	3.5000					8.5000
	Subtotal					5.0000	3.5000					8.5000
	Total	50.0000	60.0000	52.0000	45.0000	5.0000	3.5000					215.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	057501	Atwells Ave	ATWELLS AV	Providence	Preservation	No
Bridge	057601	Atwells Ave Ramp East	RAMP BR-4	Providence	Replace	No
Bridge	057801	Providence Viaduct	I-95 NB & SB	Providence	Replace	No
Bridge	058201	Ramp CB-2 Civic Center	RAMP CB-2	Providence	Preservation	No
Bridge	058301	Ramp DB Civic Center	RAMP DB	Providence	Preservation	No
Bridge	070101	Smith Street	US 44 SMITH ST	Providence	Replace	No
Bridge	070401	Park Street	PARK ST	Providence	Preservation	Yes
Bridge	070601	Chalkstone RR	I-95 NB & SB	Providence	Preservation	No
Bridge	070701	Ashburton Street	I-95 NB & SB	Providence	Preservation	No
Bridge	070801	Charles Street	I-95 NB & SB	Providence	Preservation	No

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RIDOT Major	Capital Projects	Program										
STIP ID: 3250	PTS ID:	2603N	Project	Name: Brid	lge Group 9	6 Route '	146 Recons	truction				
Municipality		Description										Responsible Agency
Lincoln, North Sr	nithfield	Bridges #07480 Preservation to Road Flyover. R drainage impro	extend the use II-146 from I-29	eful service life 95 to the Massa	of the structur chusetts State	e. New constru Line: Resurfac	uction of Bridge ing the roadwa	e #134201, a n ay in both dire	ew structure t	o be known as , striping, safet	the Sayles Hill	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2020 INFRA	25.0000	25.0000	15.0000								65.0000
Construction	2021 GO Bond	6.2500	6.2500	0.7500	1.7000							14.9500
Construction	2022 Bridge			2.0000	5.6450							7.6450
Construction	2022 Rev Bond			5.2500	3.1000							8.3500
Construction	AugRed				1.5600							1.5600
Construction	Bridge Formula			13.0000	14.5050							27.5050
Construction	OutYear					56.8000						56.8000
Construction	PY State				0.5500							0.5500
Construction	RICAP Match			4.0000	3.0000							7.0000
	Subtotal	31.2500	31.2500	40.0000	30.0600	56.8000						189.3600
Other	OutYear					5.0000	2.5000					7.5000
	Subtotal					5.0000	2.5000					7.5000
	Total	31.2500	31.2500	40.0000	30.0600	61.8000	2.5000					196.8600

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	018801	Reservoir	RI 146 ED DOWL HWY	Lincoln	Preservation	No
Bridge	044001	Spring Brook	RI 146 NB	North Smithfield	Replace	No
Bridge	074801	Louisquisset Pike North	I-295 NB	Lincoln	Major Rehab	No
Bridge	074821	Louisquisset Pike South	I-295 SB	Lincoln	Major Rehab	No
Bridge	098701	RI 146 Ramp	RI 99 Ramp	Lincoln	Preservation	No
Safety	HSIP_201	Route 146 at Route 104	RI-146	North Smithfield	Upgrade lighting	No
Safety	HSIP_202	Route 146 at Pound Hill	RI-146	North Smithfield	Upgrade lighting	No
Safety	HSIP_203	Route 146 at Great Road	RI-146	North Smithfield	Upgrade lighting	No
Pavement	Pave_39	RI-146S (I-295 to North Smithfield T/L)	RI-146S	Lincoln	Level and Overlay	No
Pavement	Pave_40	RI-146N (I-295 to North Smithfield T/L)	RI-146N	Lincoln	Level and Overlay	No
Pavement	Pave_41	RI-146S (Lincoln T/L to I-295)	RI-146S	North Smithfield	Level and Overlay	No

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RIDOT Major C	Capital Projects	Program				
STIP ID: 3250						
Pavement	Pave_42	RI-146N (I-295 to Lincoln T/L)	RI-146N	North Smithfield	Level and Overlay	No

RIDOT Major	Capital Projects	Program										
STIP ID: 3300	PTS ID:	0013D	Project	Name: Brid	lge Group 5	51B RI-37	C-3					
Municipality		Description										Responsible Agency
Cranston, Johnst	off-ramp to RI-37 West. I-295 North from RI-37 to US-6: Creation and extension of an auxiliary travel lane through the Cranston Canyon.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2020 BUILD		12.5000	8.8000								21.3000
Construction	2021 Bridge	3.0000		6.5000								9.5000
Construction	2021 GO Bond		5.7000	5.8000								11.5000
Construction	2022 Bridge			4.0000								4.0000
Construction	Bridge Formula		8.9000	1.9000	7.0000							17.8000
Construction	OutYear					2.0000						2.0000
Construction	PY State	3.6000	1.4000	0.2500	1.7500							7.0000
	Subtotal	6.6000	28.5000	27.2500	8.7500	2.0000						73.1000
Other	OutYear					2.5000	2.5000					5.0000
	Subtotal					2.5000	2.5000					5.0000
	Total	6.6000	28.5000	27.2500	8.7500	4.5000	2.5000					78.1000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	062001	Cranston Park Ramp	RAMP E-N	Cranston	Preservation	No
Bridge	062101	Cranston Street	RI 37 EB & WB	Cranston	Replace	No
Bridge	062201	Cranston Park RR	RI 37 EB & WB	Cranston	Replace	No
Bridge	072801	Cranston Park East	RI 37 EB & WB	Cranston	Replace	No
Bridge	072821	Cranston Park West	RI 37 EB & WB	Cranston	Replace	No
Bridge	083101	Cranston Street Ramp	RI 37 RAMP	Cranston	Replace	No
Pavement	Pave_79	I-295N (Cranston T/L to US-6)	I-295N	Johnston	Level and Overlay	No
Pavement	Pave_9997	I-295N (RI-37 to Johnston T/L)	I-295N	Cranston	Level and Overlay	No

STIP ID: 3350	PTS ID:	00481	Project N	Name: Brid	ge Group 9	5 I-95 / RI-	4 Missing N	love				
Municipality		Description										Responsible Agency
Warwick		This line item w construct three 2020 to plan the the INFRA progr	deferred ramp e project, and f	s linking US-1	and West Davis	sville Rd to RI-4	03. The funding	g for this line it	em includes a	BUILD grant av	warded in	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	2020 BUILD	4.0000										4.000
Design	2022 Rev Bond			0.8000								0.800
Design	NHPP		2.4000	3.2000								5.600
Design	RICAP Match	0.9700	0.6000									1.570
Design	STBG	0.2800										0.280
Design	Third Party	0.1000										0.100
	Subtotal	5.3500	3.0000	4.0000								12.350
Construction	2022 Rev Bond			0.8000	3.5000							4.300
Construction	NHFP				8.0000							8.000
Construction	NHPP			3.2000	6.0000							9.200
Construction	OutYear					34.0000	32.0000	4.5000				70.500
Construction	RICAP Match				5.0000							5.000
Construction	Third Party				2.0000							2.000
	Subtotal			4.0000	24.5000	34.0000	32.0000	4.5000				99.000
Other	OutYear							3.5000	0.5000			4.000
	Subtotal							3.5000	0.5000			4.000
	Total	5.3500	3.0000	8.0000	24.5000	34.0000	32.0000	8.0000	0.5000			115.350

RI-4N

Asset Type

Bridge

Asset ID

RI-4 NB to 95 SB

100001

Asset Name

Facility Carried

Municipality

Warwick

SLR

No

Treatment Type

New Construction

RIDOT Major	Capital Projects	Program										
STIP ID: 9201	PTS ID:	0050B	Projec	t Name: Pel	l Bridge Raı	mps, Phase	2					
Municipality		Description										Responsible Agency
Newport		This project, pritem represent								dways and ram and a shared-u		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	2018 BUILD	10.0000	10.0000									20.0000
Construction	2021 GO Bond	2.5000	2.5000	0.6000								5.6000
Construction	STBG			2.4000								2.4000
	Subtotal	12.5000	12.5000	3.0000								28.0000
Other	OutYear					2.0000						2.0000
Other	PY State				3.0000							3.0000
	Subtotal				3.0000	2.0000						5.0000
	Total	12.5000	12.5000	3.0000	3.0000	2.0000						33.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	090301	Third Street	RI 138	Newport	Replace	No
Bridge	090401	Old Colony	RI 138	Newport	Replace	No
Bridge	090501	Old Colony Ramp North	RI 138 WB	Newport	Preservation	No
Bridge	090601	Old Colony Ramp South	RI 138 EB	Newport	Removal	No
Bridge	090701	Connell Highway	RI 138	Newport	Replace	No
Bridge	090801	Admiral Kalbfus Road	RI 138 EB	Newport	Replace	No
Pavement	Pave_141	RI-238 (RI138A Van Zandt Ave to RI138 Adm Kalbfus)	RI-238	Newport	Reconstruction	No
Pavement	Pave_142	RI-138E (Pell Bridge to Admiral Kalbfus Rd Ramp)	RI-138E	Newport	Reconstruction	Yes
Pavement	Pave_143	RI-238N to RI-138W Ramp	RI-238N, RI-138W	Newport	Reconstruction	No
Pavement	Pave_144	JT Connell Hwy East to RI-138W Ramp	RI-138W	Newport	Reconstruction	No
Pavement	Pave_145	RI-138E to Admiral Kalbfus West Exit	RI-138E	Newport	Reconstruction	No
Pavement	Pave_146	RI-138 (RI-138E Bridge Ramps to Girard Ave)	RI-138	Newport	Reconstruction	No
Pavement	Pave_147	Adm Kalbfus Rd (Bishop's Diner to RI-138E Exit)	Admiral Kalbfus Rd	Newport	Reconstruction	No
Pavement	Pave_148	Adm Kalbfus Rd (3rd St to RI-138W Exit)	Admiral Kalbfus Rd	Newport	Reconstruction	No
Pavement	Pave_149	JT Connell Adm Kalbfus Roundabout West	Admiral Kalbfus Rd, JT Connell Hwy	Newport	Reconstruction	No
Pavement	Pave_150	JT Connell Adm Kalbfus Roundabout East	Admiral Kalbfus Rd, JT Connell Hwy	Newport	Reconstruction	No
Pavement	Pave_9	RI-138W (Admiral Kalbfus Rd onto Pell Bridge)	RI-138W	Newport	Reconstruction	No

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RIDOT Major	RIDOT Major Capital Projects Program											
STIP ID: 920	1											
Sidewalk	SDW_78	SDW Admiral Kalbfus Rd W (JTConnell Hwy to 3rd St)	Admiral Kalbfus Road, JT Connell Hwy	Newport	Rehabilitation	No						
Sidewalk	SDW_79	SDW RI-138E (Adm Kalb E on Ramp to JTConnell)	RI-138E	Newport	Rehabilitation	No						
Sidewalk	SDW_80	SDW RI-138E Adm Kalbfus (Girard Ave to Pell OnRamp)	RI-138E	Newport	Rehabilitation	No						
Sidewalk	SDW_81	SDW RI-138 Adm Kalbfus (Girard Ave to Pell OnRamp)	RI-138S	Newport	Rehabilitation	No						
Sidewalk	SDW_82	SDW Pell Bridge On-Ramps - Upper	Admiral Kalbfus Rd.	Newport	Rehabilitation	No						
Sidewalk	SDW_83	SDW Pell Bridge On-Ramps - Lower	Admiral Kalbfus Rd.	Newport	Rehabilitation	Yes						
TAP	TAP1364	Pell Phase 1 - Shared Use Path	JT Connell Highway	Newport	New Construction	No						
TAP	TAP9201	Pell Bridge Ramps Phase 2 - Shared Use Path	Pell Bridge Shared Use Path	Newport	New Construction	No						

RIDOT Major	Capital Projects	Program										
STIP ID: 9993	PTS ID:	: 2601T	Project	Name: Brid	lge Group 1	8C Frenc	htown					
Municipality		Description										Responsible Agency
East Greenwich,	improvements may be included in this project.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		0.8800	1.6000								2.4800
Design	RICAP Match		0.2200	0.4000								0.6200
	Subtota	l	1.1000	2.0000								3.1000
Construction	NHPP				7.0000							7.0000
Construction	OutYear					25.2500	20.0000					45.2500
Construction	RICAP Match				1.7500							1.7500
	Subtota	l			8.7500	25.2500	20.0000					54.0000
Other	OutYear						1.5000	1.2500				2.7500
	Subtota	I					1.5000	1.2500				2.7500
	Tota	I	1.1000	2.0000	8.7500	25.2500	21.5000	1.2500				59.8500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	076301	Frenchtown Road West	RI 402 FRNCHTWN RD	East Greenwich	Replace	No
Bridge	076601	South County Trail	RI 2 SO COUNTY TR	East Greenwich	Replace	No
Safety	HSIP_063	Route 2 btw Route 402 & Route 4	RI-2	East Greenwich	Install road diet	No
Sidewalk	SDW_10023	SDW RI-2N (RI-4 to Frenchtown)	RI-2	East Greenwich	Replacement	No
Sidewalk	SDW_10025	SDW RI-2S (Frenchtown to RI-4)	RI-2	East Greenwich	Replacement	No

RIDOT Major C	Capital Projects	Program										
STIP ID: 9997	PTS ID:	: P	Project Nam	e: Bridge Gr	oup 20A I	Dean Street	: Amtrak Bri	dge and Ra	mps			
Municipality		Description										Responsible Agency
Providence		' '	•	ehabilitation of l Amtrak's Northe			•	•			cement.	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP			0.8000	1.6000							2.4000
Design	OutYear					4.5000						4.5000
Design	RICAP Match			0.2000	0.4000							0.6000
	Subtotal	l		1.0000	2.0000	4.5000						7.5000
Construction	OutYear					8.0000	30.0000	30.0000	4.0000			72.0000
	Subtotal	l				8.0000	30.0000	30.0000	4.0000			72.0000
Other	OutYear								1.5000	1.5000		3.0000
	Subtotal								1.5000	1.5000		3.0000
	Total			1.0000	2.0000	12.5000	30.0000	30.0000	5.5000	1.5000		82.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	057901	Ramp AD Civic Center	RAMP AD	Providence	Major Rehab	No
Bridge	077501	Atwells Av	ATWELLS AV	Providence	Replace	No
Bridge	077601	Dean Street	DEAN ST	Providence	Major Rehab	No

RIDOT Major (Capital Projects	Program										
STIP ID: 9998	PTS ID:	2604Y	Project	Name: Brid	lge Group 9	97 - Corridor	r - Central V	Varwick				
Municipality		Description										Responsible Agency
Warwick		This project incl improve sidewa Campus interse	alks and ADA ra	amps between i	RI-5 Greenwich	h Ave and RI-2 E	•					RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.4000	3.2000	1.8900								5.4900
Design	RICAP Match	0.1400	0.9200	0.4700								1.5300
Design	STBG	0.1600	0.4800									0.6400
	Subtotal	0.7000	4.6000	2.3600								7.6600
Construction	2022 Bridge				10.8000							10.8000
Construction	Bridge Formula				3.5000							3.5000
Construction	Local				0.7600							0.7600
Construction	NHPP			2.4000								2.4000
Construction	OutYear					27.0000	27.0000	11.0000				65.0000
Construction	PROTECT				1.0000							1.0000
Construction	RICAP Match			0.6000	4.4500							5.0500
Construction	STBG				3.7300							3.7300
	Subtotal			3.0000	24.2400	27.0000	27.0000	11.0000				92.2400
Other	OutYear							2.1000	0.5000			2.6000
	Subtotal							2.1000	0.5000			2.6000
	Total	0.7000	4.6000	5.3600	24.2400	27.0000	27.0000	13.1000	0.5000			102.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	068201	East Ave	RI 113 EAST AV	Warwick	Replace	No
Bridge	072001	East Ave West	RI 113 EAST AV	Warwick	Replace	No
Safety	HSIP_208	Bald Hill Road at East Avenue	RI-2 Bald Hill Rd	Warwick	Upgrade signal system	No
Pavement	Pave_290	RI-113W East Ave, RI-5 to RI Mall West Entrance	RI-113W	Warwick	Level and Overlay	No
Pavement	Pave_291	RI-113E, East Ave (RI-2 to RI-5)	RI-113E	Warwick	Level and Overlay	No
Pavement	Pave_292	RI-2N to RI113E Exit	RI-2 Bald Hill N to RI-113 East Ave E	Warwick	Level and Overlay	No
Pavement	Pave_293	RI-113W to RI-2N Exit	RI-113 East Ave W to RI-2 Bald Hill Rd N	Warwick	Level and Overlay	No
Pavement	Pave_303	RI-113 Main Ave (RI-5 to RI-117)	RI-113 Main Ave	Warwick	Level and Overlay	No
Pavement	Pave_45550	US-1, Post Road (RI-113 to Coronado Drive)	US-1	Warwick	Mill and Overlay	No

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RIDOT Maj	or Capital Projec	ts Program				
STIP ID: 99	98					
Sidewalk	SDW_4	SDW RI-113W to RI-2N	RI-113W	Warwick	Rehabilitation	No
Sidewalk	SDW_45551	SDW RI-113W (Jefferson Blvd to RI-5)	RI-113W	Warwick	Replacement	No
Sidewalk	SDW_45552	SDW RI-113E (RI-5 to Bailey Street)	RI-113E	Warwick	Replacement	No
Sidewalk	SDW_45553	SDW RI-113E (Freeman St to Gorton Lake Blvd)	RI-113E	Warwick	Replacement	No
Sidewalk	SDW_45554	SDW RI-113E (Spooner Ave to Sharon Street)	RI-113E	Warwick	Replacement	No
Sidewalk	SDW_45555	SDW RI-113E (Kenyon Ave to Jefferson Boulevard)	RI-113E	Warwick	Rehabilitation	No
Sidewalk	SDW_45557	SDW RI-113E (Jefferson Boulevard to RI-117)	RI-113E	Warwick	Rehabilitation	No
Sidewalk	SDW_45558	SDW RI-113W (RI-117 to Jefferson Boulevard)	RI-113W	Warwick	Rehabilitation	No
Sidewalk	SDW_47969	SDW RI-117E (Long Street to 2680 W Shore Rd)	RI-117 West Shore Road	Warwick	Rehabilitation	No
Sidewalk	SDW_47970	SDW RI-117W (2680 W Shore Rd to Long St)	RI-117 West Shore Road	Warwick	Rehabilitation	No
Sidewalk	SDW_47971	SDW RI-117E (2680 W Shore Rd to Oakland Beach Ave)	RI-117 West Shore Road	Warwick	Rehabilitation	No
Sidewalk	SDW_47972	SDW RI-117W (Oakland Beach Ave to 2680 W Shore Rd)	RI-117 West Shore Road	Warwick	Rehabilitation	No
Sidewalk	SDW_60	SDW RI-113E East Ave (Commonwealth Ave to I-295S)	RI-113E	Warwick	Rehabilitation	No
Sidewalk	SDW_61	SDW RI-113E East Ave (I-295S to RI-5)	RI-113E	Warwick	Rehabilitation	No
Sidewalk	SDW_62	SDW RI-113W East Ave (RI Mall W to RI-2)	RI-113W	Warwick	Rehabilitation	No

STIP ID: 9999	PTS ID:	TBD	Project N	lame: Bridg	e Group 16	DRoute 6	Corridor Im	provements	3			
Municipality		Description										Responsible Agency
Johnston, Provid	ence	060901: Major	ill complete bric r rehab, superst s. This project w	ructure and/or	total bridge re	placement. US	-6 West off-ran	np to Hartford	Ave: Geometr	•	•	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	Bridge Formula		2.2000	2.2000								4.4000
Design	RICAP Match		0.4500	0.4500	0.2200							1.1200
Design	STBG				1.1000							1.1000
	Subtotal		2.6500	2.6500	1.3200							6.6200
Construction	OutYear					17.5500	23.8000					41.3500
	Subtotal					17.5500	23.8000					41.3500
Other	OutYear					0.5000	3.9500	0.5800				5.0300
	Subtotal					0.5000	3.9500	0.5800				5.0300
	Total		2.6500	2.6500	1.3200	18.0500	27.7500	0.5800				53.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	060701	Killingly Street	US 6 EB & WB	Providence	Major Rehab	No
Bridge	060801	Hartford Ave West	US 6A HARTFRD AV	Johnston	Major Rehab	No
Bridge	060901	Hartford Ave Ramp	US 6 EB & WB	Johnston	Major Rehab	No
Safety	HSIP_109999	Route 6W to Route 6AW Ramp Improvement	US-6	Johnston	Modify Geometry	No

RIDOT NHTSA Program												
STIP ID: 12001	PTS ID	: TBD	Project	Name: Sec	tion 164 Pro	gram						
Municipality		Description										Responsible Agency
Admin / Statewide	dmin / Statewide This line item utilizes funding set aside under 23 USC 164. Known as Section 164 funds, this line item supports RIDOT's efforts to deploy countermeasures against alcohol-impaired driving.											RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear					3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	18.0000
Other	Sec164	3.0000	3.0000	3.0000	3.0000							12.0000
	Subtotal	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	30.0000
	Total	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	3.0000	30.0000

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RIDOT NHTSA	Program											
STIP ID: 12002	PTS ID	: TBD	Project	Name: Sec	tion 402 Pro	gram						
Municipality		Description										Responsible Agency
Admin / Statewide	This line item utilizes funding provided under 23 USC 402 to support all emphasis areas identified in the annual Highway Safety Plan (HSP). Section 402 funds may also be used to support Planning and Administration duties associated with the plan.											RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear					2.2000	2.2000	2.2000	2.2000	2.2000	2.2000	13.2000
Other	Sec402	2.2000	2.2000	2.2000	2.2000							8.8000
	Subtotal	2.2000	2.2000	2.2000	2.2000	2.2000	2.2000	2.2000	2.2000	2.2000	2.2000	22.0000
	Total	2.2000	2.2000	2.2000	2.2000	2.2000	2.2000	2.2000	2.2000	2.2000	2.2000	22.0000

RIDOT NHTSA	Program											
STIP ID: 12003	PTS ID	: TBD	Project	Name: Sec	tion 1906 Pr	ogram						
Municipality		Description										Responsible Agency
Admin / Statewide	This line item provides funding which was originally appropriated under Section 1906 of SAFETEA-LU. Renewed under the FAST Act, these grant funds are used for activities related to collecting data and implementing programs to reduce racial profiling in accordance with NHTSA criteria.											RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear					0.3800	0.3800	0.3800	0.3800	0.3800	0.3800	2.2800
Other	Sec1906	0.3800	0.3800	0.3800	0.3800							1.5200
	Subtotal	0.3800	0.3800	0.3800	0.3800	0.3800	0.3800	0.3800	0.3800	0.3800	0.3800	3.8000
	Total	0.3800	0.3800	0.3800	0.3800	0.3800	0.3800	0.3800	0.3800	0.3800	0.3800	3.8000

RIDOT NHTSA	Program											
STIP ID: 12004	PTS ID	: TBD	Project	Name: Sect	tion 405 Pro	gram						
Municipality		Description										Responsible Agency
Admin / Statewide	2	This line item provides funding secured through an incentive program for states that adopt laws and implement effective programs to increase safe driving behavior. Rhode Island receives Section 405 funds to support programs targeting Drugged Driving, Occupant Protection, Distracted Driving, Pedestrian and Bike Safety, Motorcycle Safety, and Traffic Records.										
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear					3.5000	3.5000	3.5000	3.5000	3.5000	3.5000	21.0000
Other	Sec405	3.5000	3.5000	3.5000	3.5000							14.0000
	Subtotal	3.5000	3.5000	3.5000	3.5000	3.5000	3.5000	3.5000	3.5000	3.5000	3.5000	35.0000
	Total	3.5000	3.5000	3.5000	3.5000	3.5000	3.5000	3.5000	3.5000	3.5000	3.5000	35.0000

RIDOT Paveme	ent Program											
STIP ID: 1274	PTS ID:	: 2605G	Project Name: I-295 (I-95 to RI-5)									
Municipality		Description										Responsible Agency
Cranston, Johnsto Warwick	n, Warwick, West	This line item involves resurfacing of Interstate 295 from Interstate 95 in Warwick to RI-5 Greenville Avenue and US-6 West from I-295 to Glenbridge Ave. Improvements to safety and stormwater may be included as part of this project.							RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.4000										0.4000
Design	PY State	0.1000										0.1000
	Subtotal 0.5000								0.5000			
Construction	AugRed	3.3000										3.3000
Construction	NHFP	1.1000	4.4000									5.5000
Construction	NHPP	2.5000										2.5000
Construction	PROTECT		0.8800									0.8800
Construction	RICAP Match	1.7300	1.3200	0.7800								3.8300
	Subtotal	8.6300	6.6000	0.7800								16.0100
Other	NHFP			0.4000								0.4000
Other	RICAP Match			0.1000								0.1000
Subtotal 0.5000							0.5000					
	Total	9.1300	6.6000	1.2800								17.0100

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_45521	Ramp I-295N to RI-113W	I-295 N	Warwick	Mill and Overlay	No
Pavement	Pave_45522	Ramp RI-113E to I-295S	RI-113 E	Warwick	Mill and Overlay	No
Pavement	Pave_45523	Ramp I-295S to RI-113W	I-295 S	Warwick	Mill and Overlay	No
Pavement	Pave_45524	Ramp I-295N to RI-2N	I-295 N	Warwick	Mill and Overlay	No
Pavement	Pave_45525	Ramp RI-2N to I-295N	RI-2 N	Warwick	Mill and Overlay	No
Pavement	Pave_45526	Ramp RI-2S to I-295S	RI-2 S	Warwick	Mill and Overlay	No
Pavement	Pave_45527	Ramp I-295S to RI-2S	I-295 S	Warwick	Mill and Overlay	No
Pavement	Pave_45528	Ramp I-295N to RI-37E	I-295 N	Cranston	Mill and Overlay	No
Pavement	Pave_45529	Ramp I-295S to RI-37E	I-295 S	Cranston	Mill and Overlay	No
Pavement	Pave_45530	Ramp RI-37W to I-295S	RI-37 W	Cranston	Mill and Overlay	No
Pavement	Pave_45531	Ramp I-295S to RI-37W	I-295 S	Cranston	Mill and Overlay	No
Pavement	Pave_45532	Ramp RI-37E to I-295S	RI-37 E	Cranston	Mill and Overlay	No

RIDOT Pave	ement Program					
STIP ID: 12	74					
Pavement	Pave_45533	Ramp RI-14W to I-295S	RI-14 W	Cranston	Mill and Overlay	No
Pavement	Pave_45534	Ramp I-295S to RI-14W	I-295 S	Cranston	Mill and Overlay	No
Pavement	Pave_45535	I-295S CD US-6A/US6	I-295 S	Johnston	Mill and Overlay	No
Pavement	Pave_45536	Ramp I-295S to US6AW	I-295 S	Johnston	Mill and Overlay	No
Pavement	Pave_45537	Ramp US-6AW to I-295S	US-6A W	Johnston	Mill and Overlay	No
Pavement	Pave_45538	Ramp US-6E to I-295S	US-6 E	Johnston	Mill and Overlay	No
Pavement	Pave_45539	I-295N CD US-6/US-6A	I-295 N	Johnston	Mill and Overlay	No
Pavement	Pave_45540	Ramp I-295N to US-6AW	I-295 N	Johnston	Mill and Overlay	No
Pavement	Pave_45541	Ramp US-6AW to I-295N	US-6A W	Johnston	Mill and Overlay	No
Pavement	Pave_75	I-295S (West Warwick T/L to I-95)	I-295S	Warwick	Level and Overlay	No
Pavement	Pave_76	I-295S (Cranston T/L to Warwick T/L)	I-295S	West Warwick	Level and Overlay	No
Pavement	Pave_77	I-295S (Johnston T/L to West Warwick T/L)	I-295S	Cranston	Level and Overlay	No
Pavement	Pave_78	I-295S (RI-5 to Cranston T/L)	I-295S	Johnston	Level and Overlay	No
Pavement	Pave_80	I-295N (West Warwick T/L to RI-37)	I-295N	Cranston	Level and Overlay	No
Pavement	Pave_81	I-295N (Warwick T/L to Cranston T/L)	I-295N	West Warwick	Level and Overlay	No
Pavement	Pave_82	I-295N (I-95 to West Warwick T/L)	I-295N	Warwick	Level and Overlay	No
Pavement	Pave_93	US-6W (Glenbridge Ave to I-295)	US-6W	Johnston	Level and Overlay	No
Pavement	Pave_94	I-295N towards US-6W (Exit 9B)	I-295N, US-6W	Johnston	Level and Overlay	No
Pavement	Pave_95	US-6W to I-295S (Exit 9B)	US-6W	Johnston	Level and Overlay	No
Pavement	Pave_9999	I-295N (US-6 to RI-5)	I-295N	Johnston	Level and Overlay	No

RIDOT Pavem	nent Program											
STIP ID: 1275	PTS ID:	: 2605G	Projec	t Name: I-29	5 (RI-5 to N	// S/L)						
Municipality		Description										Responsible Agency
Cumberland, Joh Smithfield	nston, Lincoln,	This line item ir stormwater ma				I-5 Greenwood	l Avenue to the	Massachusett	s State Line. Ir	mprovements to	safety and	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.8000										0.8000
Design	RICAP Match	0.2000										0.200
	Subtota	1.0000										1.0000
Construction	Closeouts	3.6000										3.600
Construction	NHFP		2.1000	1.9000								4.0000
Construction	NHPP	1.6000										1.6000
Construction	PROTECT		0.8800									0.8800
Construction	PY State	0.9000										0.9000
Construction	RICAP Match	0.4000	0.9000	0.6000								1.9000
	Subtota	6.5000	3.8800	2.5000								12.8800
Other	NHFP			0.5600								0.5600
Other	RICAP Match			0.1400								0.1400
	Subtotal			0.7000								0.7000
	Total	7.5000	3.8800	3.2000								14.5800

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_83	I-295S (Smithfield T/L to RI-5)	I-295S	Johnston	Level and Overlay	No
Pavement	Pave_84	I-295S (Lincoln T/L to Johnston T/L)	I-295S	Smithfield	Level and Overlay	No
Pavement	Pave_85	I-295S (RI-146 to Smithfield T/L)	I-295S	Lincoln	Level and Overlay	No
Pavement	Pave_86	I-295N (Smithfield T/L to RI-146)	I-295N	Lincoln	Level and Overlay	No
Pavement	Pave_87	I-295N (Johnston T/L to Lincoln T/L)	I-295N	Smithfield	Level and Overlay	No
Pavement	Pave_88	I-295N (RI-5 to Smithfield T/L)	I-295N	Johnston	Level and Overlay	No
Pavement	Pave_89	I-295S (Cumberland T/L to RI-146)	I-295S	Lincoln	Level and Overlay	No
Pavement	Pave_90	I-295S (MA/SL to Lincoln T/L)	I-295S	Cumberland	Level and Overlay	No
Pavement	Pave_91	I-295N (RI-146 to Cumberland T/L)	I-295N	Lincoln	Level and Overlay	No
Pavement	Pave_92	I-295N (Lincoln T/L to MA S/L)	I-295N	Cumberland	Level and Overlay	No

RIDOT Pavemo	ent Program											
STIP ID: 1281	PTS ID:	0080N	Projec	t Name: US	6-6 (RI-10 to	I-95)						
Municipality		Description										Responsible Agency
Providence		This line item	involves resurf	acing of the ro	adway.							RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.1000	0.2500					0.3500
	Subtotal					0.1000	0.2500					0.3500
Construction	OutYear						2.5000					2.5000
	Subtotal						2.5000					2.5000
Other	OutYear							0.1500				0.1500
	Subtotal							0.1500				0.1500
	Total					0.1000	2.7500	0.1500				3.0000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_101	US-6E (RI-10 to I-95S)	US-6E	Providence	Level and Overlay	No
Pavement	Pave_102	US-6W (I-95N @ Exit 22A to RI-10)	US-6W	Providence	Level and Overlay	No
Pavement	Pave_103	US-6E to I-95N Ramp	US-6E, I-95N	Providence	Level and Overlay	No
Pavement	Pave_104	I-95S to US-6W Ramp	I-95S, US-6W	Providence	Level and Overlay	No

RIDOT Pavem	ent Program											
STIP ID: 1285	PTS ID:	: 0080K	Projec	t Name: RI-	-10 (US-6 to	Park Ave)						
Municipality		Description										Responsible Agency
Cranston, Provide	ence	This line item	involves resurf	acing of the ro	adway.							RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear						0.1000	0.4000				0.5000
	Subtotal						0.1000	0.4000				0.5000
Construction	OutYear							4.6000				4.6000
	Subtotal							4.6000				4.6000
Other	OutYear								0.1000	0.1000		0.2000
	Subtotal								0.1000	0.1000		0.2000
	Total						0.1000	5.0000	0.1000	0.1000		5.3000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_46	RI-10S (US-6 to Cranston T/L)	RI-10S	Providence	Level and Overlay	No
Pavement	Pave_47	RI-10S (Providence T/L N to Providence T/L S)	RI-10S	Cranston	Level and Overlay	No
Pavement	Pave_48	RI-10S (Cranston T/L N to Cranston T/L S)	RI-10S	Providence	Level and Overlay	No
Pavement	Pave_49	RI-10S (Providence T/L S to Park Ave)	RI-10S	Cranston	Level and Overlay	No
Pavement	Pave_50	RI-10N (Park Ave to Providence T/L S)	RI-10N	Cranston	Level and Overlay	No
Pavement	Pave_51	RI-10N (Cranston T/L S to Cranston T/L N)	RI-10N	Providence	Level and Overlay	No
Pavement	Pave_52	RI-10N (Providence T/L S to Providence T/L N)	RI-10N	Cranston	Level and Overlay	No
Pavement	Pave_53	RI-10N (Cranston T/L to US-6)	RI-10N	Providence	Level and Overlay	No

RIDOT Paveme	ent Program											
STIP ID: 1290	PTS ID:	0082N	Projec	t Name: RI-1	14, Wampa	noag Trail	(East Shore	Expresswa	ay to Count	y Rd)		
Municipality		Description										Responsible Agency
Barrington, East Pi	rovidence	This line item	involves resurfa	acing the roadwa	ay. This projec	t was funded	with August Re	distribution fu	nding in 2021 a	ind is currently	underway.	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	AugRed			0.0800	0.0800							0.1600
Other	RICAP Match			0.0200	0.0200							0.0400
	Subtotal			0.1000	0.1000							0.2000
	Total			0.1000	0.1000							0.2000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_54	RI-114N (East Shore Expressway to Barrington T/L)	RI-114N Wampanoag Trail	East Providence	Level and Overlay	No
Pavement	Pave_5501	RI-114N (County Rd to East Providence T/L)	RI-114N Wampanoag Trail	Barrington	Level and Overlay	Yes
Pavement	Pave_56	RI-114S (East Shore Expressway to Barrington T/L)	RI-114S Wampanoag Trail	East Providence	Level and Overlay	No
Pavement	Pave_57	RI-114S (East Providence T/L to County Rd.)	RI-114S Wampanoag Trail	Barrington	Level and Overlay	Yes

RIDOT Pavem	ent Program											
STIP ID: 1294	PTS ID:	0074Q	Projec	t Name: Air	port Conne	ctor (I-95 to	T.F. Green	Airport) an	d Post Roa	d (Coronado	Rd. to Wa	wick Ave.)
Municipality		Description										Responsible Agency
Warwick		This line item in project will resu replaced - this v plantings, and s	urface and per work was previ	form limited sid	dewalk replace	ment and han	dicap ramp inst	tallation along	Post Road, wit	h northern sho	ulder sidewalk	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	PY State	0.6300										0.6300
	Subtotal	0.6300										0.6300
Construction	AugRed	1.0000	1.6800									2.6800
Construction	NHPP	1.4000	2.3300									3.7300
Construction	PROTECT	1.0000										1.0000
Construction	PY State	0.8700										0.8700
Construction	RICAP Match		1.4400									1.4400
Construction	STBG	0.5200	1.6000									2.1200
	Subtotal	4.7900	7.0500									11.8400
Other	RICAP Match			0.0400	0.0400							0.0800
Other	STBG			0.3200	0.1600							0.4800
	Subtotal			0.3600	0.2000							0.5600
	Total	5.4200	7.0500	0.3600	0.2000							13.0300

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_124	RI-1A, Post Rd (US-1 to RI-117)	RI-1A	Warwick	Reconstruction	No
Pavement	Pave_223	US-1, Post Rd (Coronado Rd. to 6th Ave.)	US-1	Warwick	Level and Overlay	No
Pavement	Pave_67	Airport Connector West (Green Airport to I-95)	Airport Connector W	Warwick	Level and Overlay	No
Pavement	Pave_68	Airport Connector East (I-95 to Green Airport)	Airport Connector E	Warwick	Level and Overlay	No
Pavement	Pave_69	I-95N, Exit 13	I-95N Exit 13	Warwick	Level and Overlay	No
Pavement	Pave_70	I-95S, Exit 13	I-95S Exit 13	Warwick	Level and Overlay	No
Pavement	Pave_71	Airport Connector Rd W to I-95N Ramp	Airport Connector W - I-95N Exit	Warwick	Level and Overlay	No
Sidewalk	SDW_9959	SDW US-1N Post Rd. (Coronado to Elmwood)	US-1	Warwick	Rehabilitation	No
Sidewalk	SDW_9960	SDW US-1N Elmwood Ave (Post Rd. to 6th Ave)	US-1	Warwick	Rehabilitation	No
Sidewalk	SDW_9961	SDW US-1S Elmwood Ave (6th Ave to Post Rd)	US-1	Warwick	Rehabilitation	No
Sidewalk	SDW_9962	SDW US-1S Post Rd (Elmwood to Coronado)	US-1	Warwick	Rehabilitation	No

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nt Program											
PTS ID:	0082N	Projec	t Name: Ea	st Shore Exp	(RI-114 to	US-6)					
	Description										Responsible Agency
This line item involves resurfacing the roadway. This project was financed with 2021 August Redistribution funding. The remaining funds in the TIP are for project closeout.											RIDOT
Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
RIDOT RIHMA				0.1000							0.10
Subtotal				0.1000							0.10
Total				0.1000							0.10
	Funding RIDOT RIHMA Subtotal	PTS ID: 0082N Description This line item in the property of	PTS ID: 0082N Project Description This line item involves resurfatile are for project closeout. Funding 2022 2023 RIDOT RIHMA Subtotal	PTS ID: 0082N Project Name: Ea Description This line item involves resurfacing the roads TIP are for project closeout. Funding 2022 2023 2024 RIDOT RIHMA Subtotal	PTS ID: 0082N Project Name: East Shore Exp Description This line item involves resurfacing the roadway. This project TIP are for project closeout. Funding 2022 2023 2024 2025 RIDOT RIHMA 0.1000 Subtotal 0.1000	PTS ID: 0082N Project Name: East Shore Exp (RI-114 to Description This line item involves resurfacing the roadway. This project was financed TIP are for project closeout. Funding 2022 2023 2024 2025 2026 RIDOT RIHMA 0.1000 Subtotal 0.1000	PTS ID: 0082N Project Name: East Shore Exp (RI-114 to US-6) Description This line item involves resurfacing the roadway. This project was financed with 2021 Au TIP are for project closeout. Funding 2022 2023 2024 2025 2026 2027 RIDOT RIHMA 0.1000 Subtotal 0.1000	PTS ID: 0082N Project Name: East Shore Exp (RI-114 to US-6) Description This line item involves resurfacing the roadway. This project was financed with 2021 August Redistribut TIP are for project closeout. Funding 2022 2023 2024 2025 2026 2027 2028 RIDOT RIHMA 0.1000 Subtotal 0.1000	PTS ID: 0082N Project Name: East Shore Exp (RI-114 to US-6) Description This line item involves resurfacing the roadway. This project was financed with 2021 August Redistribution funding. TIP are for project closeout. Funding 2022 2023 2024 2025 2026 2027 2028 2029 RIDOT RIHMA 0.1000 Subtotal 0.1000	PTS ID: 0082N Project Name: East Shore Exp (RI-114 to US-6) Description This line item involves resurfacing the roadway. This project was financed with 2021 August Redistribution funding. The remaining TIP are for project closeout. Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 RIDOT RIHMA 0.1000 Subtotal 0.1000	PTS ID: 0082N Project Name: East Shore Exp (RI-114 to US-6) Description This line item involves resurfacing the roadway. This project was financed with 2021 August Redistribution funding. The remaining funds in the TIP are for project closeout. Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 RIDOT RIHMA 0.1000 Subtotal 0.1000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_44	East Shore Expressway South, RI-1A to RI-114	East Shore Expressway S	East Providence	Level and Overlay	No
Pavement	Pave_45	East Shore Expressway North, RI-114 to US-6	East Shore Expressway N	East Providence	Level and Overlay	No

RIDOT Pavem	ent Program											
STIP ID: 1297	PTS ID:	0079N	Projec	ct Name: Co	unty Rd (Wa	rren Bridge	e to Federal	Rd.) and Ru	ımstick Rd.	. (Nayatt Rd	. to County	Rd.)
Municipality		Description										Responsible Agency
Barrington		This line item i	involves resurf	acing the road	way, rehabilitati	on of sidewalk	, and handicapp	oed ramp insta	llation.			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.5000	0.5000					1.0000
Design	RIDOT RIHMA				0.0100							0.0100
Design	STBG				0.0400							0.0400
	Subtotal				0.0500	0.5000	0.5000					1.0500
Construction	OutYear							5.2000	5.0000			10.2000
	Subtotal							5.2000	5.0000			10.2000
Other	OutYear									0.2500	0.2000	0.4500
	Subtotal								0.2500	0.2000	0.4500	
	Total				0.0500	0.5000	0.5000	5.2000	5.0000	0.2500	0.2000	11.7000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_381	County Rd at Maple Ave	County Rd at Maple Ave	Barrington	Replace signal	No
Safety	HSIP_382	County Rd at Middle Hwy	County Rd at Middle Hwy	Barrington	Replace signal	No
Safety	HSIP_383	County Rd at Barrington Shopping plaza	County Rd at Barrington Shopping plaza	Barrington	Replace signal	No
Safety	HSIP_384	County Rd at East Bay Bike Path	County Rd at East Bay Bike Path	Barrington	Replace signal	No
Pavement	Pave_224	RI-103/114, Federal Rd to Barrington Bridge NW	RI-103, RI-114	Barrington	Level and Overlay	Yes
Pavement	Pave_225	RI-103/114, County Rd. (Federal Rd to Barrington Bridge SE)	RI-103, RI-114	Barrington	Level and Overlay	Yes
Pavement	Pave_226	Town Hall Drive (Barrington Town Hall)	Town Hall Drive.	Barrington	Level and Overlay	Yes
Pavement	Pave_44694	RI-103/114, County Rd. (Barrington Bridge to Warren Bridge)	RI-103, RI-114	Barrington	Level and Overlay	No
Pavement	Pave_44695	Rumstick Rd. (Nayatt Rd. to RI-103/114)	Rumstick Road	Barrington	Level and Overlay	No
Pavement	Pave_55A	RI-114N (Federal Rd to County Rd)	RI-114N Wampanoag Trail	Barrington	Level and Overlay	Yes
Pavement	Pave_57	RI-114S (County Rd to Federal Rd)	RI-114S Wampanoag Trail	Barrington	Level and Overlay	Yes
Sidewalk	SDW_5	SDW RI-114N (Bend @ Winsor Dr)	RI-114N	Barrington	Rehabilitation	Yes
Sidewalk	SDW_6	SDW RI-114S (Old County Rd. to Federal Rd.)	RI-114S	Barrington	Rehabilitation	Yes

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RIDOT Pavem	ent Program											
STIP ID: 1298	PTS ID:	0080P	Project	: Name: RI-1	03, Willett	Ave. (Bulloc	cks Point A	ve. to Wam	panoag Tra	il)		
Municipality		Description										Responsible Agency
Barrington, East P	rovidence	County Road a	nvolves resurfa nd Willet Aveni ited with TIPIDs	ue. This projec	t may include i	mprovements	to traffic and p	•	•			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.0600	0.1200									0.1800
Design	STBG	0.2400	0.4800									0.7200
	Subtotal	0.3000	0.6000									0.9000
Construction	NHPP				2.8500							2.8500
Construction	RICAP Match		0.4130	0.5270	0.8000							1.7400
Construction	STBG		1.6520	2.1080	0.3500							4.1100
	Subtotal		2.0650	2.6350	4.0000							8.7000
Other	OutYear					0.3000						0.3000
Other	RICAP Match				0.0300							0.0300
Other	STBG				0.1200							0.1200
	Subtotal				0.1500	0.3000						0.4500
	Total	0.3000	2.6650	2.6350	4.1500	0.3000						10.0500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_241	RI-103E (East Providence T/L to Kings Gate Rd)	RI-103E County Rd.	Barrington	Level and Overlay	No
Pavement	Pave_242	RI-103 (Bullocks Point Ave. to Barrington T/L)	RI-103 Willet Ave.	East Providence	Level and Overlay	No
Pavement	Pave_243	RI-103W (Kings Gate Rd to East Providence T/L)	RI-103W County Rd.	Barrington	Level and Overlay	No
Pavement	Pave_244	RI-103W (Willett Ave. to Bullocks Point Ave.)	RI-103W Pawtucket Ave	East Providence	Level and Overlay	No
Sidewalk	SDW_10	SDW County Rd W (Kings Gate Rd. to RI-114S)	RI-103W	Barrington	New Construction	No
Sidewalk	SDW_11	SDW County Rd W (Kings Gate Rd. to Roundabout)	RI-103W	Barrington	Rehabilitation	No
Sidewalk	SDW_12	SDW Willett Ave W (County Rd to EPVD T/L)	RI-103W	Barrington	Rehabilitation	No
Sidewalk	SDW_13	SDW County Rd W (Washington Rd. to Kings Gate Rd.)	RI-103E	Barrington	Rehabilitation	No
Sidewalk	SDW_14	SDW County Rd E (EPVD T/L to Washington Rd.)	RI-103E	Barrington	Rehabilitation	No
Sidewalk	SDW_15	SDW County Rd W (Barr T/L to Metro Park Dr.)	RI-103W	East Providence	Rehabilitation	No
Sidewalk	SDW_16	SDW County Rd W (Peck Ave. to Barr T/L)	RI-103E	East Providence	Rehabilitation	No
Sidewalk	SDW_17	SDW RI-103 Willett Ave E (Park Dr to Peck Ave)	RI-103E	East Providence	Rehabilitation	No
Sidewalk	SDW_18	SDW Bristol Ave Roundabout - Inner	Bristol Avenue	East Providence	Rehabilitation	No

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RIDOT Pave	ment Program	reconstruction of the second o				
STIP ID: 129	8					
Sidewalk	SDW_19	RI-103E (Peck Ave to RI-103W Roundabout)	RI-103E	East Providence	Rehabilitation	No
Sidewalk	SDW_20	SDW RI-103W (Metro Park Dr. to Park Dr.)	RI-103W	East Providence	Rehabilitation	No
Sidewalk	SDW_21	SDW Willett Ave E (Bullocks Pt. Ave to Willett) -L	RI-103W	East Providence	Rehabilitation	No
Sidewalk	SDW_22	SDW Willett Ave E (Bullocks Pt. Ave to Willett) -R	RI-103W	East Providence	Rehabilitation	No
Sidewalk	SDW_23	SDW Pawtucket N (Willett to Bullocks Pt. Ave)-L	RI-103W	East Providence	Rehabilitation	No
Sidewalk	SDW_24	SDW Pawtucket N (Willett to Bullocks Pt. Ave)-R	RI-103W	East Providence	Rehabilitation	No
Sidewalk	SDW_25	SDW County Rd W (Roundabout to Willett Ave.)	RI-103W	Barrington	Rehabilitation	No
Sidewalk	SDW_26	SDW RI-103W (County Rd to Willett Ave)	RI-103W	Barrington	Rehabilitation	No
Sidewalk	SDW_7	SDW Willett Ave W (Pawtucket Ave. to Park Dr.)	RI-103W	East Providence	Rehabilitation	No
Sidewalk	SDW_8	SDW Willett Ave E (Park Dr. to Pawtucket Ave.)	RI-103W	East Providence	Rehabilitation	No
Sidewalk	SDW_9	SDW County Rd W (RI-114S to Kings Gate Rd.)	RI-114S	Barrington	New Construction	No

RIDOT Paveme	ent Program												
STIP ID: 1301	PTS ID:	0079V	Projec	t Name: RI-	-136, Metaco	om Ave. (Ch	nestnut St. to	Warren T/	L)				
Municipality		Description										Responsible	Agency
Bristol		This line item i	nvolves resurf	acing of the ro	adway, limited	sidewalk repla	cement and har	ndicapped ram	p installation.			RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	:al
Design	OutYear							0.2000	0.4000				0.6000
	Subtotal							0.2000	0.4000				0.6000
Construction	OutYear									2.5000	2.5000		5.0000
	Subtotal									2.5000	2.5000		5.0000
Other	OutYear										0.1000		0.1000
	Subtotal										0.1000		0.1000
	Total							0.2000	0.4000	2.5000	2.6000		5.7000
Assets Within Proj	ect												
Asset Type			Facility Carried		Munici	ipality	Treatmer	nt Type	SLR				
Pavement	Pave_247	RI-136, Metaco	om Ave. (Chest	tnut St. to War	ren T/L)	RI-136			Bristol		Level and Over	rlay	No

RIDOT Pave	ment Program											
STIP ID: 130	4 PTS ID:	2605N	Project	Name: Res	ervoir Rd. (US-44 to So	outh Main S	St.)				
Municipality		Description										Responsible Agency
Burrillville, Gloc	eester	lane, alongside	nvolves resurface additional impl d 9549, sharing	rovements to t	raffic safety an			•	•		•	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.0200	0.0500									0.0700
Design	STBG	0.0800	0.2000									0.2800
	Subtotal	0.1000	0.2500									0.3500
Construction	RICAP Match		0.0500	0.1400	0.1200							0.3100
Construction	STBG		0.2000	0.5600	0.4800							1.2400
	Subtotal		0.2500	0.7000	0.6000							1.5500
Other	OutYear					0.0500						0.0500
	Subtotal					0.0500						0.0500
	Total	0.1000	0.5000	0.7000	0.6000	0.0500						1.9500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_107	Reservoir Road between Hemlock Drive to S. Main Street	Reservoir Road	Burrillville	Install guardrail	No
Pavement	Pave_275	Reservoir Rd. (US-44 to Burrillville T/L)	Reservoir Rd.	Glocester	Level and Overlay	No
Pavement	Pave_276	Reservoir Rd. (Glocester T/L to S Main St)	Reservoir Rd.	Burrillville	Level and Overlay	No

RIDOT Pavem	ent Program											
STIP ID: 1306	PTS ID:	: 0082J	Projec	t Name: RI-	122, Lonsda	le Ave (Lind	oln T/L to H	leaton St) a	nd US-1 Pa	wtucket Av	e (Provider	ice T/L to Garden
Municipality		Description										Responsible Agency
Central Falls, Pav	vtucket			•	adway, limited s rainage may be	•	ement and han	dicapped ramp	installation. A	Additional imp	rovements to	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.3000						0.3000
Design	RICAP Match				0.0300							0.0300
Design	STBG				0.1200							0.1200
	Subtotal	l			0.1500	0.3000						0.4500
Construction	OutYear						3.8000					3.8000
	Subtotal	l					3.8000					3.8000
Other	OutYear							0.1250	0.1250			0.2500
	Subtotal							0.1250	0.1250			0.2500
	Total				0.1500	0.3000	3.8000	0.1250	0.1250			4.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_256	US-1 (Providence T/L to Garden St)	US-1 Pawtucket Ave	Pawtucket	Level and Overlay	No
Pavement	Pave_317	RI-122 Lonsdale Ave (Dexter St. to Lincoln T/L)	RI-122	Central Falls	Mill and Fill	No
Pavement	Pave_319	RI-122 Lonsdale Ave (Weeden St. to I-95)	RI-122	Pawtucket	Level and Overlay	No
Pavement	Pave_320	Lonsdale Ave (Dexter St. to Pawtucket T/L)	RI-122	Central Falls	Level and Overlay	No
Pavement	Pave_321	RI-122 Lonsdale Ave (Woodlawn Ave. to Heaton St.)	RI-122	Pawtucket	Level and Overlay	No
Pavement	Pave_44688	Dexter St. (Hedley Ave. to RI-122)	Dexter Street	Central Falls	Level and Overlay	No

RIDOT Paveme	ent Program												
STIP ID: 1311	PTS ID:	0083s	Projec	t Name: Old	d Flat River I	Rd (RI-117	to RI-117) ar	nd Coventry	Center Bri	dge			
Municipality		Description										Responsible	Agency
Coventry This line item involves reconstruction of the roadway. This work will also include preservation work for the Coventry Center Bridge, #072. This line item may require additional funding beyond 2031.												RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	OutYear										0.3000		0.3000
	Subtotal										0.3000		0.3000
	Total										0.3000		0.3000
Assets Within Proj	ect												
Asset Type	Asset ID Asset Name Facility Carried Municipality Treatment									nt Type	SLR		

Old Flat River Rd

Old Flat River Rd

Coventry

Coventry

Preservation

Reconstruction

Bridge

Pavement

007201

Pave_248

Coventry Center

Old Flat River Rd (RI-117 to RI-117)

No

No

RIDOT Pavem	ent Program												
STIP ID: 1313	PTS ID:	0083C	Projec	t Name: RI-	3, Coweset	t Ave (New	London Turr	pike to RI-	2)				
Municipality		Description										Responsible A	Agency
West Warwick				acing of the roal	• • •	•	cement, limited	sidewalk exte	nsion and handi	capped ramp i	installation.	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	OutYear							0.0500	0.2000	0.3500			0.6000
	Subtotal							0.0500	0.2000	0.3500			0.6000
Construction	OutYear									3.6000			3.6000
	Subtotal									3.6000			3.6000
Other	OutYear										0.2000		0.2000
	Subtotal										0.2000		0.2000
	Total							0.0500	0.2000	3.9500	0.2000		4.4000
Assets Within Pro	ject												
Asset Type	Asset ID		Facility Carried Municipality Treatm				Treatmer	nt Type	SLR				
Pavement	Pave_277	RI-3, Cowesett	Ave (New Lon	idon Turnpike t	o RI-2)	RI-3 Coweset	t Ave		West Warwick		Level and Over	rlay	No

RIDOT Pavemo	ent Program											
STIP ID: 1318	PTS ID:	2605Q	Projec	t Name: RI-	122, Mendo	n Rd (l-295	to Lincoln 1	T/L)				
Municipality		Description										Responsible Agency
Cumberland	coordinated with TIPID 1322 and 1347 under the same PTSID (2605Q).									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.6800										0.6800
Design	RICAP Match	0.1700										0.1700
	Subtotal	0.8500										0.8500
Construction	RICAP Match		1.4200	0.5200								1.9400
Construction	STBG		5.6400	2.0800								7.7200
	Subtotal		7.0600	2.6000								9.6600
Other	RICAP Match			0.0700								0.0700
Other	STBG			0.2800								0.2800
	Subtotal			0.3500								0.3500
	Total	0.8500	7.0600	2.9500								10.8600

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_206	Route 122 at Broad Street	RI-122	Cumberland	Upgrade signal system	No
Pavement	Pave_318	RI-122 Mendon Rd (I-295 to Lincoln T/L)	RI-122	Cumberland	Level and Overlay	No
Sidewalk	SDW_9956	SDW Mendon Rd N (Lincoln T/L to G. Washington Hwy)	RI-122	Cumberland	Rehabilitation	No
Sidewalk	SDW_9957	SDW Mendon Rd N (RI-122 to I-295N Ramp to I-295)	RI-122	Cumberland	Rehabilitation	No
Sidewalk	SDW_9958	SDW Mendon Rd S (I-295 to Lincoln T/L)	RI-122	Cumberland	Rehabilitation	No

RIDOT Pavem	ent Program											
STIP ID: 1322	PTS ID:	2605Q	Projec	t Name: RI-	l16, Angell	Rd (RI-122	to RI-114)					
Municipality		Description										Responsible Agency
Cumberland		This line item i project. This p								onsidered as pa	art of this	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.2800										0.2800
Design	RICAP Match	0.0700										0.0700
	Subtotal	0.3500										0.3500
Construction	RICAP Match		1.0100									1.0100
Construction	STBG		4.0200									4.0200
	Subtotal		5.0300									5.0300
Other	RICAP Match			0.0600								0.0600
Other	STBG			0.2400								0.2400
	Subtotal			0.3000								0.3000
	Total	0.3500	5.0300	0.3000								5.6800

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_205	Route 122 at Angell Road	RI-122	Cumberland	Upgrade signal system	No
Pavement	Pave_227	RI-116, Angell Rd (RI-122 to RI-114)	RI-116	Cumberland	Level and Overlay	No

RIDOT Pavement Program												
STIP ID: 1323	PTS ID:	0076R	Project	Name: US	-44, Taunto	n Ave (US-1	A/RI-114 to	MA S/L)				
Municipality		Description										Responsible Agency
East Providence	This line item involves resurfacing of the roadway, limited sidewalk replacement and handicapped ramp installation.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	NHPP	0.3200	0.3200									0.6400
Other	RICAP Match	0.0800	0.0800									0.1600
	Subtotal	0.4000	0.4000									0.8000
	Total	0.4000	0.4000									0.8000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_304	US-44, Taunton Ave (US-1A/RI-114 to MA S/L)	US-44 Taunton Ave	East Providence	Level and Overlay	No
Sidewalk	SDW_10000	SDW Taunton Ave E (RI-114 to MA S/L)	US-44	East Providence	Rehabilitation	No
Sidewalk	SDW_10001	SDW Taunton Ave W (MA S/L to RI-114)	US-44	East Providence	Rehabilitation	No

RIDOT Pavem	ent Program											
STIP ID: 1324	PTS ID:	0080P	Project	t Name: Vet	erans Memo	orial Parkw	ay (Warren	Ave to Sou	th Broadwa	y)		
Municipality		Description										Responsible Agency
East Providence			nvolves resurfa ay be included	-		ovements to h	nighway lighting	g fixtures. Add	itional improve	ements to safet	y and	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.0200	0.0500									0.0700
Design	STBG	0.0800	0.2000									0.2800
	Subtotal	0.1000	0.2500									0.3500
Construction	RICAP Match			0.7560								0.7560
Construction	STBG			2.2000								2.2000
	Subtotal			2.9560								2.9560
Other	RICAP Match				0.0900							0.0900
Other	STBG				0.3600							0.3600
	Subtotal				0.4500							0.4500
	Total	0.1000	0.2500	2.9560	0.4500							3.7560

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_1324	Lighting Replacement for Veteran's Memorial Parkway	Veterans Memorial Parkway	East Providence	Replace	Yes
Pavement	Pave_278	Veterans Memorial Pkwy (S Broadway to US-6 Ramps)	Veterans Memorial Parkway	East Providence	Level and Overlay	Yes
Pavement	Pave_72	Vets Memorial Pkwy from Mauran Ave to Warren Ave S	I-195E Exit to Vets Memorial Pkwy S	East Providence	Level and Overlay	No
Pavement	Pave_73	Vets Memorial Pkwy from Mauran Ave to Warren Ave N	Vets Memorial Pkwy N to I-195W	East Providence	Level and Overlay	No

RIDOT Paver	nent Program											
STIP ID: 1325	PTS ID:	: 0080Y	Projec	t Name: RI-	114, Pawtuc	ket Ave (Wa	arren Ave to	Marietta S	treet)			
Municipality		Description										Responsible Agency
East Providence		This line item	involves resurf	acing of the roa	dway, limited s	idewalk replac	ement and han	dicapped ramp	installation.			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP			0.2000	0.2000							0.4000
Design	RICAP Match			0.0500	0.0500							0.1000
	Subtotal			0.2500	0.2500							0.5000
Construction	OutYear					3.0000	2.7250					5.7250
	Subtotal					3.0000	2.7250					5.7250
Other	OutYear							0.1250				0.1250
	Subtotal							0.1250				0.1250
	Total			0.2500	0.2500	3.0000	2.7250	0.1250				6.3500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_207	Pawtucket Avenue at Waterman Avenue	RI-114	East Providence	Upgrade signal system	No
Safety	HSIP_385	Pawtucket Ave at Waterman Ave	Pawtucket Ave at Waterman Ave	East Providence	Replace signal	No
Safety	HSIP_386	Warren Ave at Pawtucket Ave	Warren Ave at Pawtucket Ave	East Providence	Replace signal, Install left turn lanes at Waterma	No
Pavement	Pave_279	RI-114, Pawtucket Ave (Warren Ave to Marietta St)	RI-114 Pawtucket Ave	East Providence	Level and Overlay	No
Sidewalk	SDW_10002a	SDW Pawtucket Ave N (Roslyn Ave. to Marietta St.)	RI-114	East Providence	Rehabilitation	No
Sidewalk	SDW_10002b	SDW Pawtucket Ave N (Warren Ave. to North of Waterman Ave.))	RI-114	East Providence	Rehabilitation	No
Sidewalk	SDW_10003a	SDW Pawtucket Ave S (Marietta St. to Roslyn Ave.)	RI-114	East Providence	Rehabilitation	No
Sidewalk	SDW_10003b	SDW Pawtucket Ave S (North of Waterman Ave. to Warren Ave.)	RI-114	East Providence	Rehabilitation	No

RIDOT Paveme	ent Program											
STIP ID: 1326	PTS ID:	0080P	Project	Name: RI-1	03 Pawtucl	ket Ave and	Bullocks P	oint Ave (C	rescent Vie	ew Ave to Ve	eterans Mer	n. Ave)
Municipality		Description										Responsible Agency
East Providence			involves resurfac rainage may be i	· ·	• •	•			•	•		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.0500	0.1000									0.1500
Design	STBG	0.2000	0.4000									0.6000
	Subtotal	0.2500	0.5000									0.7500
Construction	AugRed			3.4240								3.4240
Construction	Closeouts				3.0000							3.0000
Construction	RICAP Match		0.1560	0.8560	0.8000							1.8120
Construction	STBG		0.6240		0.2000							0.8240
	Subtotal		0.7800	4.2800	4.0000							9.0600
Other	OutYear					0.4000						0.4000
	Subtotal					0.4000						0.4000
	Total	0.2500	1.2800	4.2800	4.0000	0.4000						10.2100

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_298	RI-103 (Willet Ave to Vets Memorial Pkwy)	RI-103 Pawtucket Ave	East Providence	Level and Overlay	No
Pavement	Pave_299	Bullocks Pt. Ave (Crescent View Ave to Willet Ave)	Bullocks Point Ave	East Providence	Level and Overlay	No
Sidewalk	SDW_45517	SDW RI-103A E (Willett Ave. to Crescent View Ave.)	RI-103A E	East Providence	Rehabilitation	No
Sidewalk	SDW_45518	SDW RI-103W (Willett Ave. to Vets Memorial Parkway)	RI-103A W	East Providence	Rehabilitation	No
Sidewalk	SDW_45519	SDW RI-103E (Vets Memorial Parkway to Willett Ave.)	RI-103E	East Providence	Rehabilitation	No
Sidewalk	SDW_45520	SDW RI-103W (Willett Ave. to Vets Memorial Parkway)	RI-103E	East Providence	Rehabilitation	No

RIDOT Pavern	nent Program											
STIP ID: 1329	PTS ID:	2605U	Project	t Name: US	6-6, RI-94, R	eynolds Rd	, & East Roa	ad				
Municipality		Description										Responsible Agency
Foster, Glocester Providence, Tiver		project also inc	nvolves reclaim cludes other urg all Road in Tive	gent-need rap	id-resurfacing e	efforts, US-6E f	rom I-295 to Gl	enbridge Aven	ue and East Ro		•	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.2000										0.2000
Design	RICAP Match	0.0500	0.4080									0.4580
	Subtotal	0.2500	0.4080									0.6580
Construction	Closeouts		0.2980									0.2980
Construction	NHPP	8.8000	1.3340									10.1340
Construction	PY State	1.1000										1.1000
Construction	RICAP Match	1.1000										1.1000
	Subtotal	11.0000	1.6320									12.6320
Other	NHPP	0.0800	0.1200									0.2000
Other	RICAP Match	0.0200	0.0300									0.0500
	Subtotal	0.1000	0.1500									0.2500
	Total	11.3500	2.1900									13.5400

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_11186	RI-94, Mt. Hygeia Rd. (RI-101 to Glocester T/L)	RI-94	Foster	Reclamation	No
Pavement	PAVE_1329_1	US-6E (Johnston T/L to Glenbridge Avenue)	US-6E	Providence	Mill and Overlay	No
Pavement	Pave_200	RI-94, Reynolds Rd. (Foster T/L to US-44)	RI-94	Glocester	Reclamation	No
Pavement	Pave_209	East Rd. (RI-179 to RI-81)	East Rd.	Tiverton	Reclamation	No
Pavement	Pave_96	US-6E I-295 to Glenbridge Ave	I-295S, US-6E	Johnston	Level and Overlay	No
Pavement	Pave_97	I-295N to US-6E (Exit 9A)	I-295N, US-6E	Johnston	Level and Overlay	No

RIDOT Pavement Program

STIP ID: 1332	PTS ID:	0083P	Projec	t Name: Cla	rks Falls R	d (Connecti	icut S/L to Ma	ain St)					
Municipality		Description										Responsible	Agency
Hopkinton		This line item i	involves mill an	nd overlay of the	e roadway.							RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	OutYear						0.2000	0.1000					0.3000
	Subtotal						0.2000	0.1000					0.3000
Construction	OutYear							2.0000	0.5000				2.5000
	Subtotal							2.0000	0.5000				2.5000
Other	OutYear								0.1500	0.1500			0.3000
	Subtotal								0.1500	0.1500			0.3000
	Total						0.2000	2.1000	0.6500	0.1500			3.1000
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	: Name			Facility Carried		Munici	pality	Treatmer	nt Type	SLR
Pavement	Pave_189	Clark Falls Rd.	(Connecticut S/	/L to Main St.)		Clark Falls Rd.			Hopkinton		Mill and Overla	ay	No

RIDOT Paveme	ent Program												
STIP ID: 1337	PTS ID:	0082T	Projec	t Name: RI-	5, Atwood A	ve (Central .	Ave to RI-14	1)					
Municipality		Description										Responsible	Agency
Johnston		This line item i	nvolves resurf	acing of the ro	adway, limited	sidewalk replace	ement and han	dicapped ram	installation.			RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	ıal
Design	OutYear					0.1000	0.2500						0.3500
	Subtotal					0.1000	0.2500						0.3500
Construction	OutYear						1.2000	1.6000					2.8000
	Subtotal						1.2000	1.6000					2.8000
Other	OutYear							0.1000	0.1000				0.2000
	Subtotal							0.1000	0.1000				0.2000
	Total					0.1000	1.4500	1.7000	0.1000				3.3500
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name		F	acility Carried		Munici	pality	Treatme	nt Type	SLR
Pavement	Pave_207	RI-5, Atwood A	Ave (Central Av	e to RI-14)		RI-5, Atwood A	ve		Johnston		Level and Ove	erlay	No

RIDOT Pavem	ent Program											
STIP ID: 1340	PTS ID:	0079W	Proje	ct Name: RI	-14, Plainfie	ld Pike (I-29	5 to Route 5	Atwood A	ve)			
Municipality		Description										Responsible Agency
Johnston		This line item	involves resurf	acing of the roa	adway, limited s	sidewalk replac	ement, limited	sidewalk exter	ision and hand	icapped ramp	installation.	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.1000	0.2000					0.3000
	Subtotal					0.1000	0.2000					0.3000
Construction	OutYear						1.3000	1.5000				2.8000
	Subtotal						1.3000	1.5000				2.8000
Other	OutYear							0.1000	0.1000			0.2000
	Subtotal							0.1000	0.1000			0.2000
	Total					0.1000	1.5000	1.6000	0.1000			3.3000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_380	Plainfield Pike at Blue Jay Drive	Plainfield Pike at Blue Jay Drive	Johnston	Replace signal	No
Pavement	Pave_228	RI-14, Plainfield Pike (I-295 to RI-5)	RI-14, Plainfield Pike	Johnston	Level and Overlay	No

RIDOT Paveme	ent Program												
STIP ID: 1342	PTS ID:	0082F	Projec	t Name: Ne	w River Rd	(School St t	to Northern L	Lincoln Ele	mentary Sc	hool)			
Municipality		Description										Responsible A	agency
Lincoln		This line item in additional fund			roadway, limit	ed sidewalk re	placement and l	handicapped r	amp installatio	n. This line iten	n may require	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	ı
Design	OutYear									0.5500			0.5500
	Subtotal									0.5500			0.5500
Construction	OutYear										4.6000		4.6000
	Subtotal										4.6000		4.6000
	Total									0.5500	4.6000		5.1500
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munic	ipality	Treatmer	nt Type	SLR
Pavement	Pave_300	New River Rd (School St to N	Lincoln Elemen	ntary)	New River Rd.			Lincoln		Mill and Overla	ay	No

RIDOT Paveme	ent Program											
STIP ID: 1347	PTS ID:	2605Q	Project	t Name: Sch	nool St (RI-1	126 to Main	St)					
Municipality		Description										Responsible Agency
Lincoln		This line item in to stormwater (2605Q).				_						RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.0800	0.2000									0.2800
Design	RICAP Match	0.0200	0.0500									0.0700
	Subtotal	0.1000	0.2500									0.3500
Construction	AugRed			3.2000								3.2000
Construction	PY State			0.2000								0.2000
Construction	RICAP Match			0.6000								0.6000
	Subtotal			4.0000								4.0000
Other	AugRed				0.1200							0.1200
Other	RICAP Match				0.0300							0.0300
	Subtotal				0.1500							0.1500
	Total	0.1000	0.2500	4.0000	0.1500							4.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_323	School St., RI-216 to Main St.	School St.	Lincoln	Reconstruction	No
Sidewalk	SDW_9967	SDW School St E (RI-126 to Briarwood Dr)	School Street	Lincoln	Rehabilitation	No
Sidewalk	SDW_9968	SDW School St W (Briarwood Rd to RI-126)	School Street	Lincoln	Rehabilitation	No

RIDOT Paveme	ent Program											
STIP ID: 1351	PTS ID:	2606H	Projec	t Name: Litt	le Compton	Commons	Repaving -	Meeting H	ouse Ln. (R	I-77 to Com	mons), S C	commons Rd. (Bro
Municipality		Description										Responsible Agency
Little Compton			d, Simmons Roa project include	oad, and East Ma es elements of T	ain Road. Impre	rovements to pe	edestrian acces	ss, stormwater	r drainage, and	d traffic safety m	may be	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.0600	0.1200									0.1800
Design	STBG	0.2400	0.4800									0.7200
	Subtotal	0.3000	0.6000									0.9000
Construction	OutYear					2.0000		!				2.0000
Construction	PROTECT			0.4000								0.4000
Construction	RICAP Match			0.6700	0.9100							1.5800
Construction	STBG			2.2800	3.6200							5.9000
	Subtotal			3.3500	4.5300	2.0000						9.8800
Other	OutYear					0.2500	0.2500					0.5000
	Subtotal					0.2500	0.2500					0.5000
	Total	0.3000	0.6000	3.3500	4.5300	2.2500	0.2500					11.2800
Accets Within Drai												

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_229	East Main Rd (Peckham Rd to Simmons Rd)	East Main Rd (Little Compton)	Little Compton	Reclamation	No
Pavement	Pave_230	Simmons Rd (East Main Rd to Meetinghouse Ln)	Simmons Rd.	Little Compton	Reclamation	No
Pavement	Pave_231	Meetinghouse Ln (Willow Ave to Commons Rd)	Meetinghouse Lane	Little Compton	Reclamation	No
Pavement	Pave_232	Commons Rd (Meetinghouse Ln to South Commons Rd)	Commons Rd	Little Compton	Reclamation	No
Pavement	Pave_233	South Commons Rd (Commons Rd to Brownell Rd)	South of Commons Rd	Little Compton	Reclamation	No
Pavement	Pave_280	Meeting House Ln (RI-77 to South of Commons Rd)	Meetinghouse Lane	Little Compton	Level and Overlay	No

RIDOT Pavem	ent Program											
STIP ID: 1355	PTS ID:	: 0082U	Project	Name: RI-	138A, Aquid	dneck Ave (East Main F	Rd to Green	End Ave)			
Municipality		Description										Responsible Agency
Middletown		This line item in	nvolves resurfa	cing of the roa	dway and inclu	udes drainage a	and sidewalk in	nprovements.				RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RIDOT RIHMA	0.0200										0.0200
Design	STBG	0.0800										0.0800
	Subtotal	0.1000										0.1000
Construction	Closeouts	0.3000	0.5000									0.8000
Construction	Local	0.5000										0.5000
Construction	NHPP	3.6000										3.6000
Construction	RICAP Match		0.2500									0.2500
Construction	RIDOT RIHMA	1.1800	0.2500									1.4300
Construction	STBG	0.3200	1.5000									1.8200
	Subtotal	5.9000	2.5000									8.4000
Other	RICAP Match			0.0500								0.0500
Other	RIDOT RIHMA		0.0500									0.0500
Other	STBG		0.2000	0.2000								0.4000
	Subtotal		0.2500	0.2500								0.5000
	Total	6.0000	2.7500	0.2500								9.0000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_184	RI-138A (Green End Ave to East Main Rd)	RI-138A, Aquidneck Ave.	Middletown	Level and Overlay	No
Sidewalk	SDW_9971	SDW Aquidneck Ave N (Green End to East Main)	RI-138A	Middletown	New Construction	No

RIDOT Paver	nent Program											
STIP ID: 1360	PTS ID:	0131H	Project	t Name: RI-1	14, West M	ain Rd (Joh	n Kesson t	o Mill Ln)				
Municipality		Description										Responsible Agency
Middletown, Por	This line item involves resurfacing of the roadway from John Kesson Lane to Locust Ave. This project includes box widening for turn lanes, limited sidewalk replacement, limited sidewalk extension and handicapped ramp installation. A shared use path will be constructed from Stringham Road to Mill Lane. Additional traffic safety improvements and stormwater drainage improvements may be included as part of this project. This project is being coordinated with additional West Main Road resurfacing under TIPID 1376 and Sprague Street resurfacing and sidewalks under TIPID 1377. Phase Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031											
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.0200	0.0500	0.0500								0.1200
Design	RIDOT RIHMA			0.0500								0.0500
Design	STBG	0.0800	0.2000	0.4000								0.6800
	Subtotal	0.1000	0.2500	0.5000								0.8500
Construction	AugRed				2.9200							2.9200
Construction	OutYear					12.3750						12.3750
Construction	RICAP Match				0.4500							0.4500
Construction	RIDOT RIHMA				0.2800							0.2800
	Subtotal				3.6500	12.3750						16.0250
Other	OutYear						0.5000	0.1000				0.6000
	Subtotal						0.5000	0.1000				0.6000
	Total	0.1000	0.2500	0.5000	3.6500	12.3750	0.5000	0.1000				17.4750

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_042	East Main Road at McCorrie Lane	RI-138	Portsmouth	Install left turn lane	No
Safety	HSIP_313	John Kesson to Mill Ln	John Kesson to Mill Ln	Portsmouth	Median buffer with rumble strip	No
Pavement	Pave_219	RI-114, West Main Rd., Locust Ave. to Middletown T/L	RI-114	Portsmouth	Level and Overlay	No
Pavement	Pave_220	RI-114, Portsmouth T/L to John Kesson Rd.	RI-114	Middletown	Level and Overlay	No
Sidewalk	SDW_9515	SDW RI-114S (Portsmouth T/L to John Kesson Ln.)	RI-114S West Main Rd.	Middletown	Rehabilitation	No
Sidewalk	SDW_9516	SDW RI-114S (Mail Coach Rd. to Middletown T/L)	RI-114S West Main Rd.	Portsmouth	Rehabilitation	No
TAP	TAP1360	W. Main Ped/Bike Path (Stringham to Mill)	RI-114	Portsmouth	New Construction	No

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RIDOT Pavem	ent Program											
STIP ID: 1362	PTS ID:	0082S	Project	t Name: RI-1	IA, Boston	Neck Rd (S	prague Brid	dge to Bridg	etown Rd)			
Municipality		Description										Responsible Agency
Narragansett, Nor	th Kingstown	This line item in Improvements of this project.	to active trans	portation, inclu	lation of a bike	lane on the no	orthbound sho				RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.1200										0.1200
Design	STBG	0.4800										0.4800
	Subtotal	0.6000										0.6000
Construction	RICAP Match	0.1500	0.5200	0.0600								0.7300
Construction	STBG	0.6000	2.0800	0.2400								2.9200
	Subtotal	0.7500	2.6000	0.3000								3.6500
Other	RICAP Match			0.0300	0.0200							0.0500
Other	STBG			0.1200	0.0800							0.2000
	Subtotal			0.1500	0.1000							0.2500
	Total	1.3500	2.6000	0.4500	0.1000							4.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_281	, ,	RI-1A Boston Neck Rd	Narragansett	Level and Overlay	Yes
TAP	TAP_45513	Boston Neck Bicycle Route (Sprague Bridge to Bridgetown Rd.)	RI-1A	North Kingstown	Construction	No

RIDOT Paver	nent Program											
STIP ID: 1363	PTS ID:	0082S	Project	t Name: RI-1	A, Boston I	Neck Rd (B	ridgetown I	Rd. to RI-13	8)			
Municipality		Description										Responsible Agency
Narragansett, N	orth Kingstown		to active trans	acing of the road sportation, inclu additional stor	iding the instal	lation of a bike	e lane along the					RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.3200										0.3200
Design	RICAP Match	0.1000										0.1000
Design	STBG	0.0800										0.0800
	Subtotal	0.5000										0.5000
Construction	NHPP		1.2800	0.8000								2.0800
Construction	RICAP Match	0.1500	0.3200	0.2000								0.6700
Construction	STBG	0.6000										0.6000
	Subtotal	0.7500	1.6000	1.0000								3.3500
Other	NHPP			0.1200	0.1200							0.2400
Other	RICAP Match			0.0300	0.0300							0.0600
	Subtotal			0.1500	0.1500							0.3000
	Total	1.2500	1.6000	1.1500	0.1500							4.1500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	PAVE_45515	RI-1A (Narragansett T/L to RI-138)	RI-1A	North Kingstown	Level and Overlay	No
Pavement	PAVE_45516	RI-1A (Bridgetown Rd. to NK T/L)	RI-1A	Narragansett	Level and Overlay	No
TAP	TAP_45511	Boston Neck Bike Path (Narrgansett T/L to RI-138)	RI-1A	North Kingstown	Construction	No
TAP	TAP_45514	Boston Neck Bicycle Route (Bridgetown Rd. to NK T/L)	RI-1A	Narragansett	Construction	No

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RIDOT Paven	nent Program											
STIP ID: 1365	PTS ID:	0082S	Project	t Name: RI-1	A, Boston	Neck Rd (R	I-138 to Fai	rway Dr.)				
Municipality		Description										Responsible Agency
Narragansett, No	orth Kingstown		vements to act	icing of the roa ive transportat at, alongside ad	ion, including t	he installation	of a bike lane	along the north				RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.2800										0.2800
Design	RICAP Match	0.0700										0.0700
	Subtotal	0.3500										0.3500
Construction	NHPP	0.4000	1.9600	0.8000								3.1600
Construction	RICAP Match	0.1000	0.4900	0.2000								0.7900
	Subtotal	0.5000	2.4500	1.0000								3.9500
Other	AugRed			0.0800	0.0800							0.1600
Other	RICAP Match			0.0200	0.0200							0.0400
	Subtotal			0.1000	0.1000							0.2000
	Total	0.8500	2.4500	1.1000	0.1000							4.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_036	Route 1A at Hamilton Allenton Road	RI-1A	North Kingstown	Install signal system	No
Safety	HSIP_2244	Boston Neck Road at Route 138 West Ramps	RI-1A	North Kingstown	Install signal system	No
Pavement	Pave_2821	RI-1A, Boston Neck Rd (RI-138 to Fairway Dr)	RI-1A	North Kingstown	Level and Overlay	No
TAP	TAP_45512	Boston Neck Bike Path (RI-138 to Fairway Dr.)	RI-1A	Narragansett	Construction	No

RIDOT Paveme	ent Program												
STIP ID: 1369	PTS ID:	0082Z	Projec	t Name: Sc	hool St (Gre	en St to RI	-146A)						
Municipality		Description										Responsible	Agency
North Smithfield		This line item involves resurfacing of the roadway, limited sidewalk replacement and handicapped ramp installation. This line item may require additional funding beyond 2031.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	OutYear										0.3000		0.3000
	Subtotal										0.3000		0.3000
	Total										0.3000		0.3000
Assets Within Proj	ect												
Asset Type	Asset ID	Asset ID Asset Name Facility Carried Municipality Treatm								Treatme	nt Type	SLR	
Pavement	Pave_283	School St (Gre	en St to RI-146	5)		School St			North Smithfi	eld	Level and Ove	rlay	No

RIDOT Paveme	ent Program												
STIP ID: 1370	PTS ID:	0082V	Projec	t Name: RI-	104, Greenv	ville Rd (RI-	5 to RI-146)						
Municipality		Description										Responsible	Agency
North Smithfield		This line item	involves resurf	acing of the roa	adway. This line	item may rec	uire additional f	unding beyon	d 2031.			RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	OutYear									0.1000	0.2500		0.3500
	Subtotal									0.1000	0.2500		0.3500
	Total									0.1000	0.2500		0.3500
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munic	ipality	Treatme	nt Type	SLR
Pavement	Pave_179	RI-104, Green	ville Rd (RI-5 to	RI-146)		RI-104			North Smithfie	eld	Level and Ove	rlay	No

RIDOT Pavement Program												
STIP ID: 1371	PTS ID:	W0800	Proje	ct Name: Sa	ayles Hill Rd	(RI-146 to F	RI-126)					
Municipality		Description										Responsible Agency
Lincoln, North Sm	coln, North Smithfield This line item involves resurfacing of the roadway, limited sidewalk replacement and handicapped ramp installation.								RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.1000	0.2000					0.3000
	Subtotal					0.1000	0.2000					0.3000
Construction	OutYear						2.4000					2.4000
	Subtotal						2.4000					2.4000
Other	OutYear							0.0750	0.0750			0.1500
	Subtotal							0.0750	0.0750			0.1500
	Total					0.1000	2.6000	0.0750	0.0750			2.8500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_213	Sayles Hill Rd (North Smithfield T/L to RI-126)	Sayles Hill Rd	Lincoln	Level and Overlay	No
Pavement	Pave_214	Sayles Hill Road (RI-146 to Lincoln T/L)	Sayles Hill Rd.	North Smithfield	Level and Overlay	No
Sidewalk	SDW_9972	SDW Sayles Hill Rd E (RI-146 to Masjid Al-Islam)	Sayles Hill Rd	North Smithfield	Rehabilitation	No
Sidewalk	SDW_9973	SDW Sayles Hill Rd W (Masjid Al-Islam to RI-146)	Sayles Hill Rd	North Smithfield	Rehabilitation	No
Sidewalk	SDW_9974	SDW Sayles Hill Rd E (RI-99 to RI-126)	Sayles Hill Rd	North Smithfield	Rehabilitation	No
Sidewalk	SDW_9975	SDW Sayles Hill Rd W (RI-126 to RI-99)	Sayles Hill Rd	North Smithfield	Rehabilitation	No

RIDOT Pavement Program												
STIP ID: 1372	PTS ID: 0080L		L Project Name: RI-146A (RI-104 to RI-146)									
Municipality Description												Responsible Agency
North Smithfield		This line item involves resurfacing of the roadway, total sidewalk replacement and handicapped ramp installation. This line item may require additional funding beyond 2031.								RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear								0.2000	0.2500		0.4500
	Subtotal								0.2000	0.2500		0.4500
Construction	OutYear										3.8000	3.8000
	Subtotal										3.8000	3.8000
	Total								0.2000	0.2500	3.8000	4.2500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_30	RI-146A (RI-146N Exit onto RI-146A to RI-104)	RI-146A	North Smithfield	Level and Overlay	No
Pavement	Pave_31	RI-146A (RI-146A split to RI-146 South)	RI-146A SB	North Smithfield	Level and Overlay	No

RIDOT Pavem	ent Program											
STIP ID: 1375	PTS ID:	: 0082E	Projec	t Name: RI-	1A, Newpor	t Ave (Pawt	ucket Ave t	o Federal St)			
Municipality		Description										Responsible Agency
East Providence, I	Pawtucket	This line item	involves resurf	acing the road	way, limited sid	ewalk replacer	ment and handi	capped ramp in	stallation.			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear							0.3000	0.3000			0.6000
	Subtotal	l						0.3000	0.3000			0.6000
Construction	OutYear								2.5000	2.5000		5.0000
	Subtotal	l							2.5000	2.5000		5.0000
Other	OutYear									0.1000	0.1000	0.2000
	Subtotal									0.1000	0.1000	0.2000
	Total							0.3000	2.8000	2.6000	0.1000	5.8000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_253	RI-1A Newport Ave (Pawtucket Ave to Pawtucket T/L)	RI-1A Newport Ave	East Providence	Level and Overlay	No
Pavement	Pave_254	RI-1A (East Providence T/L to Federal St)	RI-1A Newport Ave	Pawtucket	Level and Overlay	No

RIDOT Pavemo	ent Program											
STIP ID: 1376	PTS ID:	0131K	Project	t Name: RI-1	14, West M	ain Rd (Cor	ys Ln to Tu	rnpike Ave)			
Municipality		Description										Responsible Agency
Portsmouth	of Sprague Street and installation of sidewalks along the route under TIPID 1377. Additionally, it is being coordinated with TIPID 1360, which will resurface the southern section of West Main Road.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.0800	0.1200	0.1200								0.3200
Design	RICAP Match	0.0200	0.0300	0.0300								0.0800
	Subtotal	0.1000	0.1500	0.1500								0.4000
Construction	AugRed				2.4000							2.4000
Construction	OutYear					2.7000						2.7000
Construction	RICAP Match				0.6000							0.6000
	Subtotal				3.0000	2.7000						5.7000
Other	OutYear					0.2500	0.0750					0.3250
	Subtotal					0.2500	0.0750					0.3250
	Total	0.1000	0.1500	0.1500	3.0000	2.9500	0.0750					6.4250

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_314	Corys Ln to Turmpike Ave	Corys Ln to Turmpike Ave	Portsmouth	Signing & Striping Improvements	No
Pavement	Pave_234	RI-114N, West Main Rd (Corys Ln to Turnpike Ave)	RI-114N West Main Rd	Portsmouth	Level and Overlay	No
Pavement	Pave_235	RI-114S West Main Rd (RI-114 split to Dexter St)	RI-114S West Main Rd	Portsmouth	Level and Overlay	No
Sidewalk	SDW_27	SDW RI-114S (Turnpike Ave. to Willow Lane)	RI-114S West Main Rd	Portsmouth	Rehabilitation	No
Sidewalk	SDW_28	SDW RI-114N (Anselmo Dr. to Turnpike Ave.)	RI-114N West Main Rd	Portsmouth	Rehabilitation	No

RIDOT Paveme	ent Program											
STIP ID: 1379	PTS ID:	0082P	Project	t Name: RI-1	38, East Ma	ain Rd (Hedl	ley St. to T	urnpike Ave	<u>.</u>)			
Municipality		Description										Responsible Agency
Portsmouth		handicapped ra		n. This project	may include ac	mprovements, li dditional improv th TIPID 1380.						RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.8000	0.6000									1.4000
Design	RICAP Match	0.2000	0.2000									0.4000
Design	STBG		0.2000									0.2000
	Subtotal	1.0000	1.0000									2.0000
Construction	AugRed			0.8000								0.8000
Construction	NHPP			0.6000	5.8720							6.4720
Construction	Other Federal				0.6880							0.6880
Construction	RICAP Match			1.2750	1.6400							2.9150
Construction	STBG			3.7000								3.7000
	Subtotal			6.3750	8.2000							14.5750
Other	OutYear					0.5000						0.5000
	Subtotal					0.5000						0.5000
	Total	1.0000	1.0000	6.3750	8.2000	0.5000						17.0750
Accete Within Duci												

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_255	RI-138, East Main Rd (Hedley St to Turnpike Ave)	RI-138 East Main Rd	Portsmouth	Level and Overlay	No
Sidewalk	SDW_106	SDW RI-138N (Hedley St to Turnpike Ave)	RI-138N East Main Rd	Portsmouth	New Construction	No
Sidewalk	SDW_107	SDW RI-138S (Turnpike Ave to Henry Danis Ct)	RI-138S East Main Rd	Portsmouth	Rehabilitation	No
Sidewalk	SDW_108	SDW RI-138S (Henry Danis Ct to Hedley St)	RI-138S East Main Rd	Portsmouth	Rehabilitation	No

RIDOT Pavem	nent Program											
STIP ID: 1380	PTS ID:	0082P	Project	t Name: RI-1	38, East Ma	ain Rd (Hed	ley St. to A	quidneck A	ve.)			
Municipality		Description										Responsible Agency
Middletown, Port	rtsmouth	Portsmouth/Mi	liddletown line	acing of the road previously unde ect is being coor	ler TIPID 1357. /	Additional imp						RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.8000										0.8000
Design	RICAP Match	0.2000	0.2000									0.4000
Design	STBG		0.8000									0.8000
	Subtotal	1.0000	1.0000									2.0000
Construction	NHPP			4.0000	7.2800							11.2800
Construction	RICAP Match			1.0000	1.8300							2.8300
	Subtotal			5.0000	9.1100							14.1100
Other	NHPP				0.4000							0.4000
Other	OutYear					0.5000						0.5000
Other	RICAP Match				0.1000							0.1000
	Subtotal				0.5000	0.5000						1.0000
	Total	1.0000	1.0000	5.0000	9.6100	0.5000						17.1100

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_182	RI-138 (Porstmouth T/L to Aquidneck Ave)	RI-138	Middletown	Mill and Fill	No
Pavement	Pave_208	RI-138,East Main Rd,(Hedley St to Middletown T/L)	RI-138	Portsmouth	Level and Overlay	No

RIDOT Pavemo	ent Program											
STIP ID: 1391	PTS ID:	0173C	Projec	ct Name: RI-	115, Main S	t (RI-116 to	Jackson Fl	at Rd)				
Municipality		Description										Responsible Agency
Scituate		This line item i	nvolves recon	structing the ro	adway, new sid	dewalks and ha	ndicapped ram	p installation.				RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	RIDOT RIHMA	0.0040										0.0040
Construction	STBG	0.0160										0.0160
	Subtotal	0.0200										0.0200
	Total	0.0200										0.0200

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_262	RI-115, Main St (RI-116 to Jackson Flat Rd)	RI-115, Main St	Scituate	Reconstruction	No
Sidewalk	SDW_104	SDW RI-115W Main St (RI-116 to Harrington Ave.)	RI-115W	Scituate	Replacement	No
Sidewalk	SDW_105	SDW RI-115E (RI-115 Jackson Flat Rd to RI-116)	RI-115E	Scituate	Replacement	No

RIDOT Pavemo	ent Program												
STIP ID: 1392	PTS ID:	0079P	Projec	t Name: Da	nielson Pk (RI-102 Cho	pmist Hill R	d to RI-116	West Green	nville Rd)			
Municipality		Description										Responsible	Agency
Scituate		This line item in	nvolves resurf	facing of the roa	adway.							RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	:al
Construction	RICAP Match	0.0100											0.0100
Construction	STBG	0.0400											0.0400
	Subtotal	0.0500											0.0500
	Total	0.0500											0.0500
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munio	cipality	Treatme	nt Type	SLR
Pavement	Pave_140	Danielson Pk (F	RI-102 to RI-11	16 West Greenv	ville Rd)	Danielson Pike	e		Scituate		Level and Ove	erlay	No

RIDOT Pavem	ent Program											
STIP ID: 1397	PTS ID:	: 0139A	Projec	t Name: RI-	138, Kingst	own Rd C-2	(RI-2 to Fair	rgrounds)				
Municipality		Description										Responsible Agency
		This line item i	involves resurfa	acing the roadv	way, limited sid	ewalk replacen	ment, limited sid	lewalk extension	on and handica	pped ramp ins	tallation.	
South Kingstown	This line item will also include the replacement of Bridge 183, the Chickasheen Culvert, formerly under Bridge Group 25B in the Bridge Capital Program.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear						0.2000	0.5000				0.7000
	Subtotal	i					0.2000	0.5000				0.7000
Construction	OutYear							2.5000	3.5000			6.0000
	Subtotal	i						2.5000	3.5000			6.0000
Other	OutYear								0.1500	0.1500		0.3000
	Subtotal	i							0.1500	0.1500		0.3000
	Total						0.2000	3.0000	3.6500	0.1500		7.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	018301	Chickasheen	RI 138 Kingstown Rd	South Kingstown	Replace	No
Pavement	Pave_237	RI-138, Kingstown Rd C-2 (RI-2 to Fairgrounds)	RI-138	South Kingstown	Mill and Fill	No
Sidewalk	SDW_1	SDW RI-138E (Blackbird Rd. to Fairgrounds Rd.)	RI-138E	South Kingstown	Rehabilitation	No
Sidewalk	SDW_2	SDW RI-138W (Fairgrounds Rd. to Blackbird Rd.)	RI-138W	South Kingstown	Rehabilitation	No

RIDOT Pavement Program												
STIP ID: 1399	PTS ID:	0139C	Projec	t Name: RI-1	138, Kingsto	wn Rd C-1	(Railroad A	ve to RI-108	3 Kingstow	n Rd.)		
Municipality		Description										Responsible Agency
South Kingstown			involves resurfa afety improvem	_	-				on and handica	apped ramp		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP		0.2000	0.4000	0.6000							1.2000
Design	RICAP Match		0.0500	0.1000	0.1500							0.3000
	Subtotal		0.2500	0.5000	0.7500							1.5000
Construction	NHPP				1.6000							1.6000
Construction	OutYear					12.0000	6.0000					18.0000
Construction	RICAP Match				0.4000							0.4000
	Subtotal				2.0000	12.0000	6.0000					20.0000
Other	OutYear						0.2500	0.2500				0.5000
	Subtotal						0.2500	0.2500				0.5000
	Total		0.2500	0.5000	2.7500	12.0000	6.2500	0.2500				22.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	017201	Kingston	RI 138 Kingstown Rd	South Kingstown	Maintenance	No
Bridge	017301	Chipuxet	RI 138 Kingstown Rd	South Kingstown	Replace	No
Pavement	Pave_107	RI-138, Kingstown Rd (Railroad Ave to RI-108)	RI-138	South Kingstown	Mill and Fill	No
Sidewalk	SDW_109	SDW RI-138W (Upper College Rd. to Keaney Rd.)	RI-138W	South Kingstown	Replacement	No
Sidewalk	SDW_110	SDW RI-138W (RI-108 to Upper College Rd.)	RI-138W	South Kingstown	Rehabilitation	No
Sidewalk	SDW_111	SDW RI-138E (Upper College Rd. to RI-108)	RI-138E	South Kingstown	Rehabilitation	No

RIDOT Paveme	RIDOT Pavement Program												
STIP ID: 1400	PTS ID:	PTS ID: 0079X Project Name: Post Rd (US-1 to US-1) - Camp Fuller Area											
Municipality		Description										Responsible Agency	
South Kingstown	Kingstown This line item involves reclaiming the roadway. This line item may require additional funding beyond 2031.											RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Design	OutYear										0.3000	0.3000	
	Subtotal										0.3000	0.3000	
	Total										0.3000	0.3000	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_238	Post Rd (US-1 to US-1) - Camp Fuller Area	Post Road	South Kingstown	Reclamation	No
Pavement	Pave_239	Post Rd South to US-1N - Camp Fuller Area	Post Road	South Kingstown	Reclamation	No

RIDOT Pavement Program												
STIP ID: 1403	PTS ID:	: 0081N	Projec	t Name: RI-	81 Crandall	Road and F	East Road R	Resurfacing				
Municipality	Municipality Description											Responsible Agency
Little Compton, Ti	This line item involves reclaiming of East Road in Tiverton and Adamsville Main Street in Little Compton. Bramblewood Cross Road and RI-81 from East Rd. to Main St. will also be resurfaced. Mill and overlay, wheelchair ramp improvements. This line item may require additional funding beyond 2031.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear							0.0500	0.2000	0.2000		0.4500
	Subtotal							0.0500	0.2000	0.2000		0.4500
Construction	Construction OutYear 1.0000 2.5000								3.5000			
	Subtotal									1.0000	2.5000	3.5000
	Total	l						0.0500	0.2000	1.2000	2.5000	3.9500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_9526	RI-81 Crandall Rd (Little Compton T/L to East Rd)	RI-81	Tiverton	Mill and Fill	No
Pavement	Pave_9527	RI-81 Crandall Rd. (Main St. to Tiverton T/L)	RI-81	Little Compton	Mill and Fill	No
Pavement	Pave_9528	Bramblewood Cross Road (RI-179 to RI-81)	Bramblewood Cross Road	Little Compton	Reclamation	No
Pavement	Pave_9529	RI-179 Stone Church Rd. (Colebrook Rd. to RI-81)	RI-179	Little Compton	Reclamation	No
Pavement	Pave_9530	Main St. (RI-81 to Westport Harbor Rd)	Main Street	Little Compton	Reclamation	No
Pavement	Pave_9531	Adamsville Rd. (Westport Harbor Rd. to MA S/L)	Adamsville Rd.	Little Compton	Reclamation	No
Pavement	Pave_9532	Westport Harbor Rd (MA S/L to Main St.)	Westport Harbor Rd.	Little Compton	Reclamation	No

RIDOT Pavemo	ent Program											
STIP ID: 1404	PTS ID:	2606H	Project	: Name: RI-7	77 Main Rd.	(Old Main F	Rd. to RI-24)	and Highl	and Rd. (Br	idgeport Rd	. to RI-77 N	lain Rd.)
Municipality		Description										Responsible Agency
Tiverton		Main Road to t	ill reclaim Highla the RI-24 ramps ated with TIPIDs	. Resurfacing	and sidewalk							RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.0200	0.1500									0.1700
Design	STBG	0.0800	0.6000									0.6800
	Subtotal	0.1000	0.7500									0.8500
Construction	NHPP			2.8000								2.8000
Construction	PROTECT		0.6000									0.6000
Construction	PY State		0.3500									0.3500
Construction	RICAP Match			1.0000	0.5500							1.5500
Construction	STBG		0.8000	1.2000	2.2000							4.2000
	Subtotal		1.7500	5.0000	2.7500							9.5000
Other	OutYear					0.3000	0.2000					0.5000
	Subtotal					0.3000	0.2000					0.5000
	Total	0.1000	2.5000	5.0000	2.7500	0.3000	0.2000					10.8500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_210	RI-77 Main Rd (RI-24 to Highland Rd.)	RI-77 Main Rd	Tiverton	Reclamation	No
Pavement	Pave_212	Bridgeport Rd. (RI-77 to Highland Rd.)	Bridgeport Rd.	Tiverton	Reclamation	Yes
Pavement	Pave_260	RI-77, Main Rd (Old Main Rd to Quaker Ave)	RI-77 Main Rd	Tiverton	Level and Overlay	Yes
Pavement	Pave_261	Riverside Drive	Riverside Drive	Tiverton		No
Pavement	Pave_44670	Highland Road (Bridgeport Rd. to RI-77)	Highland Road	Tiverton	Reclamation	No
Sidewalk	SDW_44672	SDW RI-77N (Bridgeport Rd. to 1791 Main Rd.)	RI-77 N	Tiverton	Replacement	No
Sidewalk	SDW_44673	SDW RI-77S (Grinnell's Beach to Nanaquaket Rd.)	RI-77 S	Tiverton	Replacement	No
Sidewalk	SDW_44674	SDW RI-77S (1791 Main Rd. to Grinnell's Beach)	RI-77 S	Tiverton	Rehabilitation	No
Sidewalk	SDW_44676	SDW RI-77N (Nicholson Pl. to 1486 Main Rd.)	RI-77 N	Tiverton	Rehabilitation	No
Sidewalk	SDW_44677	SDW RI-77S (Riverside Dr. to Middle Ave.)	RI-77 S	Tiverton	Replacement	No
Sidewalk	SDW_44678	SDW RI-77S (1475 Main Rd. to Riverside Dr.)	RI-77 S	Tiverton	Rehabilitation	No
Sidewalk	SDW_44679	SDW RI-77S (RI-24N Off Ramp to Central Ave)	RI-77 S	Tiverton	Rehabilitation	No
Sidewalk	SDW_44680	SDW RI-77N (Central Ave to RI-24N Off Ramp)	RI-77 N	Tiverton	Rehabilitation	No

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RIDOT Pavement Program												
STIP ID: 1406	PTS ID:	0083R	Projec	t Name: Bir	ch Swamp	Rd and Sch	oolhouse R	d (Market S	t to Massac	husetts S/L	-)	
Municipality		Description										Responsible Agency
Warren	This line item involves resurfacing of the roadway.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	RICAP Match	0.8800										0.8800
Construction	STBG	3.5200										3.5200
	Subtotal	4.4000										4.4000
Other	RICAP Match		0.4000									0.4000
Other	STBG		1.6000									1.6000
	Subtotal		2.0000									2.0000
	Total	4.4000	2.0000									6.4000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_305	Schoolhouse Rd (Market St to MA/SL)	Schoolhouse Road	Warren	Level and Overlay	No
Pavement	Pave_306	Birch Swamp Rd (Schoolhouse Rd. to Market St.)	Birch Swamp Rd	Warren	Level and Overlay	No

RIDOT Paveme	ent Program											
STIP ID: 1408	PTS ID:	: 0079T	Projec	t Name: RI-	114, Main S	t. (Water St	. to Wheato	n St.)				
Municipality		Description										Responsible Agency
Warren	This line item involves resurfacing of the roadway, limited sidewalk replacement and handicapped ramp installation. This line item may require additional funding beyond 2031.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear								0.2500	0.0500		0.3000
	Subtotal								0.2500	0.0500		0.3000
Construction	OutYear									2.5000		2.5000
	Subtotal									2.5000		2.5000
Other	OutYear										0.1000	0.1000
	Subtotal										0.1000	0.1000
	Total								0.2500	2.5500	0.1000	2.9000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_192	RI-103, Water St. to Baker St.	RI-103	Warren	Level and Overlay	No
Pavement	Pave_308	RI-114, Baker St. to Wheaton St.	RI-114	Warren	Level and Overlay	No

RIDOT Paveme	ent Program											
STIP ID: 1409	PTS ID:	0080P	Project	Name: RI-	36 Market S	Street (Scho	olhouse R	oad to MA S	S/L)			
Municipality		Description										Responsible Agency
Warren		Additional imp	nvolves resurfa rovements to t d 1326 under t	raffic safety an	d stormwater o		•					RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.0480	0.1600									0.2080
Design	RICAP Match	0.0120	0.0400									0.0520
	Subtotal	0.0600	0.2000									0.2600
Construction	NHPP		0.2880	0.8800	0.8000							1.9680
Construction	RICAP Match		0.0720	0.2200	0.2000							0.4920
	Subtotal		0.3600	1.1000	1.0000							2.4600
Other	OutYear					0.1400						0.1400
	Subtotal					0.1400						0.1400
	Total	0.0600	0.5600	1.1000	1.0000	0.1400						2.8600
Accete Within Proj												

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_194	RI-136, Schoolhouse Rd. to Massachusetts S/L	RI-136	Warren	Level and Overlay	Yes
Pavement	Pave_9513	Old Market St. (End to End)	Old Market Street	Warren	Level and Overlay	Yes
Sidewalk	SDW_9514	SDW RI-136 Market St (Schoolhouse Rd. to MA S/L)	Old Market Street	Warren	Rehabilitation	Yes

RIDOT Pavem	ent Program											
STIP ID: 1411	PTS ID:	0028C	Projec	t Name: RI-	2, Bald Hill	Rd. and Nev	v London A	ve. (Warwic	k T/L to RI-	37)		
Municipality		Description										Responsible Agency
Cranston		This line item	involves resurf	acing of RI-2 Ba	ald Hill Rd. / Ne	w London Ave.	between the W	arwick Town L	ine and RI-37.			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.1000	0.2000					0.3000
	Subtotal					0.1000	0.2000					0.3000
Construction	OutYear							3.0000				3.0000
	Subtotal							3.0000				3.0000
Other	OutYear							0.1000	0.1000			0.2000
	Subtotal							0.1000	0.1000			0.2000
	Total					0.1000	0.2000	3.1000	0.1000			3.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_288	RI-2S New London Ave (RI-37 to Warwick T/L)	RI-2S New London Ave	Cranston	Level and Overlay	No
Pavement	Pave_74	RI-2N New London Ave (Warwick T/L to RI-37)	RI-2N New London Ave	Cranston	Level and Overlay	No

RIDOT Pavem	nent Program											
STIP ID: 1415	PTS ID:	0079B	Project	t Name: RI-	5, Lambert	Lind Hwy (N	Mayfield Avo	e to I-95)				
Municipality		Description										Responsible Agency
Cranston, Warwi	ck		nvolves resurfandertaking this	ū	• •	•						RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	AugRed	1.0000										1.0000
Construction	NHPP	3.8000	2.6000									6.4000
Construction	RICAP Match	1.4000	0.6500									2.0500
	Subtotal	6.2000	3.2500									9.4500
Other	NHPP		0.4000	0.4000								0.8000
Other	RICAP Match		0.1000	0.1000								0.2000
	Subtotal		0.5000	0.5000								1.0000
	Total	6.2000	3.7500	0.5000								10.4500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	018501	Pontiac	RI 5 GREENWICH AV	Warwick	Major Rehab	No
Bridge	068101	Greenwich Ave	RI 5 GREENWICH AV	Warwick	Minor Rehab	No
Pavement	Pave_138	RI-5 (Warwick T/L to Mayfield Ave)	RI-5 Lambert Lind Highway	Cranston	Level and Overlay	No
Pavement	Pave_139	RI-5, Lambert Lind Hwy (I-95 to Cranston T/L)	RI-5 Lambert Lind Highway	Warwick	Level and Overlay	No
Sidewalk	SDW_29	SDW RI-5N Lambert Lind Hwy (I-95 to W Natick Rd)	RI-5N	Warwick	Rehabilitation	No
Sidewalk	SDW_30	SDW RI-5N (W Natick Rd to Greenwich Ave)	RI-5N	Warwick	Rehabilitation	No
Sidewalk	SDW_31	SDW RI-5S (Greenwich Ave to Soule St)	RI-5S	Warwick	Rehabilitation	No
Sidewalk	SDW_32	SDW RI-5S (Soule St to W Natick Rd)	RI-5S	Warwick	N/A	No
Sidewalk	SDW_33	SDW RI-5S (Mayfield Ave to Greenwich Ave)	RI-5S	Cranston	Rehabilitation	No
Sidewalk	SDW_34	SDW RI-5S Lambert Lind Hwy (W Natick Rd to I-95)	RI-5S	Warwick	Rehabilitation	No

RIDOT Pavem	ent Program											
STIP ID: 1416	PTS ID:	: 0081T	Projec	t Name: RI-	117, Center	ville and Leg	gris Ave (RI-	·33 to Quake	er Ln)			
Municipality		Description										Responsible Agency
Coventry, West V	Varwick	This line item	involves resurf	acing the road	way, limited sid	ewalk replacem	ent and handic	capped ramp in	stallation.			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.1000	0.1500					0.2500
	Subtotal	l				0.1000	0.1500					0.2500
Construction	OutYear						1.6000	0.6000				2.2000
	Subtotal	l					1.6000	0.6000				2.2000
Other	OutYear							0.1000	0.0500			0.1500
	Subtotal							0.1000	0.0500			0.1500
	Total					0.1000	1.7500	0.7000	0.0500			2.6000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_221	RI-117, Coventry T/L to Quaker Ln.	RI-117	West Warwick	Level and Overlay	No
Pavement	Pave_222	RI-117, RI-33 to West Warwick T/L	RI-117	Coventry	Level and Overlay	No

RIDOT Pavem	ent Program											
STIP ID: 1417	PTS ID:	: 0079Z	Projec	t Name: RI-	33, Provide	nce St (Tan	glewood Dr	to Blossom	St)			
Municipality		Description										Responsible Agency
Warwick, West W	arwick	This line item	involves resurf	acing the road	way, limited sid	ewalk replacer	nent and handid	capped ramp in	stallation.			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear						0.1000	0.2000	0.1000			0.4000
	Subtotal						0.1000	0.2000	0.1000			0.4000
Construction	OutYear								1.0000	1.0000		2.0000
	Subtotal								1.0000	1.0000		2.0000
Other	OutYear									0.1000	0.1000	0.2000
	Subtotal									0.1000	0.1000	0.2000
	Total						0.1000	0.2000	1.1000	1.1000	0.1000	2.6000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_309	RI-33, Providence St (Tanglewood Dr. to Blossom St)	RI-33 Providence St	West Warwick	Level and Overlay	No
Pavement	Pave_9504	New London Ave (Tanglewood Dr. to RI-115)	New London Ave	West Warwick	Level and Overlay	No
Sidewalk	SDW_9963	SDW Providence St N (RI-115 to Blossom St)	RI-33	Warwick	Rehabilitation	No
Sidewalk	SDW_9964	SDW Providence St S (Blossom St to RI-115)	RI-33	Warwick	Rehabilitation	No
Sidewalk	SDW_9965	SDW New London Ave S (RI-115 to Tanglewood Dr)	New London Ave	West Warwick	Rehabilitation	No
Sidewalk	SDW_9966	SDW New London Ave N (Tanglewood Dr to RI-115)	New London Ave	West Warwick	Rehabilitation	No

RIDOT Pavem	ent Program											
STIP ID: 1418	PTS ID:	TBD	Project	Name: RI-13	36 Metacom	Avenue (B	ristol T/L to	Everett St),	Arlington A	venue (Met	acom Ave t	o Kickemuit Rd),
Municipality		Description										Responsible Agency
Warren				•	adway, limited : luded under TIF	•	cement and han FY18-27 STIP.	dicapped ramp	installation.	This project also	o includes a	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear						0.1000	0.3500	0.3500			0.8000
	Subtotal						0.1000	0.3500	0.3500			0.8000
Construction	OutYear								4.0000	5.0000		9.0000
	Subtotal								4.0000	5.0000		9.0000
Other	OutYear									0.2000	0.2000	0.4000
	Subtotal									0.2000	0.2000	0.4000
	Total						0.1000	0.3500	4.3500	5.2000	0.2000	10.2000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_195	RI-136, Everett St. to Bristol T/L	RI-136	Warren	Level and Overlay	Yes
Pavement	Pave_196	Arlington Ave. from Kickemuit Rd. to Metacom Ave.	Arlington Ave.	Warren	Level and Overlay	No
Pavement	Pave_264	Vernon St (RI-114 to RI-136)	Vernon St	Warren	Level and Overlay	No

RIDOT Pavemo	ent Program											
STIP ID: 1419	PTS ID:	0079U	Projec	t Name: RI-	136 Market	Street (RI-1	14 to Schoo	olhouse Roa	d) and Kick	emuit Rd (I	Everett St to	Market St)
Municipality		Description										Responsible Agency
Warren	This line item involves resurfacing of the roadway, limited sidewalk replacement and handicapped ramp installation. RIDOT will coordinate with the town of Warren when designing this project to account for sea level rise concerns. This line item may require additional funding beyond 2031.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear							0.2000	0.3000	0.4000		0.9000
	Subtotal							0.2000	0.3000	0.4000		0.9000
Construction	OutYear									2.0000	4.0000	6.0000
	Subtotal									2.0000	4.0000	6.0000
	Total							0.2000	0.3000	2.4000	4.0000	6.9000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_193	Market St. from RI-114 to RI-136	Market St.	Warren	Level and Overlay	Yes
Pavement	Pave_194	RI-136, Kickemuit Rd. to Schoolhouse Rd.	RI-136	Warren	Level and Overlay	Yes
Pavement	Pave_195	RI-136, Market St. to Everett St.	RI-136	Warren	Level and Overlay	Yes

RIDOT Pavemo	ent Program											
STIP ID: 1420	PTS ID:	2605P	Project	t Name: US-	1, Franklin	and Granite	e Streets (B	ellaire St. to	Union St)			
Municipality		Description										Responsible Agency
Westerly	St. and John St., and additional safety improvements may be included in this project. This project is being coordinated with additional resurfacing of US-1 under TIPID 1423, sharing the same PTSID of 2605P.							RIDOT				
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.3200	0.0800									0.4000
Design	RICAP Match	0.0800	0.0200									0.1000
	Subtotal	0.4000	0.1000									0.5000
Construction	Closeouts			0.8000								0.8000
Construction	NHPP		2.0800	1.6900								3.7700
Construction	RICAP Match		0.5200	0.6200								1.1400
	Subtotal		2.6000	3.1100								5.7100
Other	NHPP				0.2400							0.2400
Other	RICAP Match				0.0600							0.0600
	Subtotal				0.3000							0.3000
	Total	0.4000	2.7000	3.1100	0.3000							6.5100

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_265	US-1, Franklin and Granite Sts (RI-78 to Tower St)	US-1, Franklin St. and Granite St.	Westerly	Level and Overlay	No
Pavement	Pave_44647	US-1 (Bellaire St. to RI-78)	US-1	Westerly	Level and Overlay	No
Pavement	Pave_9534	US-1 Granite Street (RI-91 Tower St. to Union St.)	US-1 Granite St.	Westerly	Level and Overlay	No
Sidewalk	SDW_9943	SDW US-1 N (RI-78 to Union St.)	US-1	Westerly	Rehabilitation	No
Sidewalk	SDW_9944	SDW US-1 S (Union St. to RI-78)	US-1	Westerly	Rehabilitation	No

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RIDOT Paver	nent Program											
STIP ID: 1423	PTS ID:	2605P	Project	Name: US-	1, Post Rd	(Robin Holl	ow Rd. to T	amanaco D	r.)			
Municipality		Description										Responsible Agency
Charlestown, W	esterly	Additional imp	This line item involves resurfacing the roadway. New median guardrail will be installed along the route from Wagner Rd. to Windflower Rd. Additional improvements to stormwater drainage may be included within the project. This project is being coordinated with additional resurfacing along US-1 under TIPID 1420, sharing a PTSID of 2605P.								RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.8000										0.800
Design	RICAP Match	0.2000										0.200
	Subtotal	1.0000										1.000
Construction	AugRed		5.3600									5.360
Construction	HSIP		6.1900									6.190
Construction	NHPP			0.4976								0.4976
Construction	RICAP Match		2.6380	0.1244								2.7624
	Subtotal		14.1880	0.6220								14.810
Other	NHPP				0.4000							0.4000
Other	RICAP Match				0.1000							0.1000
	Subtotal				0.5000							0.5000
	Total	1.0000	14.1880	0.6220	0.5000							16.310

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_058	US Route 1 btw Wagner Road & Shore Road	US-1	Charlestown	Install median barrier	No
Pavement	Pave_32	US-1N (Westerly T/L to Tamanaco Dr.)	US-1N	Charlestown	Level and Overlay	Yes
Pavement	Pave_33	US-1N (Robin Hollow Ln to Charlestown T/L)	US-1N	Westerly	Level and Overlay	No
Pavement	Pave_34	US-1S (Charlestown T/L to Old Post Rd W)	US-1S	Westerly	Level and Overlay	No
Pavement	Pave_35	US-1S (Tamanaco Dr to Westerly T/L)	US-1S	Charlestown	Level and Overlay	No
Pavement	Pave_9506	Old Post Rd. (Klondike Rd. to RI-1AS)	Old Post Rd.	Charlestown	Reclamation	No
Pavement	Pave_9507	Old Post Rd. (RI-1AS to Klondike Rd.)	Old Post Rd.	Charlestown	Reclamation	No

RIDOT Pavem	ent Program											
STIP ID: 1429	PTS ID:	: 0138C	Projec	t Name: US-	6A (Hartfor	d Ave, C-3)						
Municipality		Description										Responsible Agency
Johnston, Provide	ence	This line item	involves recons	tructing the roa	adway, replace	ment of sidewa	lks, handicapp	ed ramp insta	llation, and dra	inage improve	ments.	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP		0.1200	0.8000								0.9200
Design	RICAP Match		0.0300	0.2000								0.2300
	Subtotal	l	0.1500	1.0000								1.1500
Construction	NHPP			3.0000	3.1000							6.1000
Construction	OutYear					4.5000						4.5000
Construction	RICAP Match			0.7500	0.7500							1.5000
	Subtotal	l		3.7500	3.8500	4.5000						12.1000
Other	OutYear					0.2500	0.2500					0.5000
	Subtotal					0.2500	0.2500					0.5000
	Total		0.1500	4.7500	3.8500	4.7500	0.2500					13.7500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_11586	US-6A Hartford Ave (Johnston T/L to Killingly St.)	US-6A	Providence	Reconstruction	No
Pavement	Pave_11587	US-6A Hartford Ave (RI-5 to Providence T/L)	US-6A	Johnston	Reconstruction	No
Sidewalk	SDW_100	SDW (US-6AW Winfield Road to US-6)	US-6AW	Johnston	Replacement	No
Sidewalk	SDW_102	SDW US-6AE (Winfield Rd. to Killingly St.)	US-6AE	Johnston	Rehabilitation	No
Sidewalk	SDW_103	SDW US-6AW (Killingly St. to Winfield Rd.)	US-6AW	Johnston	Rehabilitation	No
Sidewalk	SDW_88	SDW RI-6AE (RI-5 Atwood Ave to Hartford Place)	RI-6AE	Johnston	Replacement	No
Sidewalk	SDW_89	SDW RI-6AW (Hartford Place to RI-5 Atwood Ave)	RI-6AW	Johnston	Replacement	No
Sidewalk	SDW_90	SDW RI-6AW (Elsie Dr. to Hartford Place)	RI-6AW	Johnston	Replacement	No
Sidewalk	SDW_91	SDW RI-6AE (Hartford Place to Elsie Dr.)	RI-6AE	Johnston	Replacement	No
Sidewalk	SDW_92	SDW RI-6AE (Elsie Dr. to Hargreaves St.)	RI-6AE	Johnston	Replacement	No
Sidewalk	SDW_93	SDW RI-6AW (Wilson Avenue to Tara Street)	RI-6AW	Johnston	Replacement	No
Sidewalk	SDW_94	SDW US-6AW (Woodland Street to Wilson Avenue)	US-6AW	Johnston	Replacement	No
Sidewalk	SDW_95	SDW US-6AE (Wilson Avenue to Woodland Street)	US-6AE	Johnston	Replacement	No
Sidewalk	SDW_96	SDW US-6AW (Borden Avenue to Woodland Street)	US-6AW	Johnston	Replacement	No
Sidewalk	SDW_97	SDW US-6AE (Woodland Street to Borden Avenue)	US-6AE	Johnston	Replacement	No
Sidewalk	SDW_98	SDW US-6AW (US-6 to Borden Ave)	US-6AW	Johnston	Rehabilitation	No

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RIDOT Paveme	ent Program					
STIP ID: 1429						
Sidewalk	SDW_99	SDW US-6AE (Borden Avenue to US-6)	US-6AE	Johnston	Replacement	No

RIDOT Pavem	ent Program											
STIP ID: 1576	PTS ID:	0082S	Project	t Name: RI-2	2 - South Co	ounty Trail ((RI-138 to R	l-102)				
Municipality		Description										Responsible Agency
-			s line item involves resurfacing the roadway. Active transportation improvements, including a bicycle lane on the northbound shoulder, may ncluded as part of this project. Additional improvements to traffic safety and stormwater drainage may also be included as part of this project.									RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.1000										0.1000
Design	STBG	0.4000										0.4000
	Subtotal	0.5000										0.5000
Construction	PROTECT	0.2400	0.4500									0.6900
Construction	RICAP Match	0.4000	0.6200	0.1000								1.1200
Construction	STBG	1.3600	2.0200	0.4000								3.7800
	Subtotal	2.0000	3.0900	0.5000								5.5900
Other	RICAP Match				0.0500							0.0500
Other	STBG				0.2000							0.2000
	Subtotal				0.2500							0.2500
	Total	2.5000	3.0900	0.5000	0.2500							6.3400

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_294	RI-2 South Country Trl (RI-138 to Exeter T/L)	RI-2 South County Trail	South Kingstown	Level and Overlay	No
Pavement	Pave_295	RI-2 (South Kingstown T/L to North Kingstown T/L)	RI-2 South County Trail	Exeter	Level and Overlay	No
Pavement	Pave_296	RI-2 South Country Trl (Exeter T/L to RI-102)	RI-2 South County Trail	North Kingstown	Level and Overlay	No
Pavement	Pave_297	RI-2 South County Trail @ RI-102 Ten Rod Rd	RI-2 South County Trail	North Kingstown	Level and Overlay	No
TAP	TAP45106	S. County Trail Shared Path (Exeter T/L to RI-102)	RI-1A	North Kingstown	New Construction	No
TAP	TAP45109	S. County Trail Shared Path (SK T/L to NK T/L)	RI-2	Exeter	New Construction	No
TAP	TAP45110	S. County Trail Shared Path (RI-138 to Exeter T/L)	RI-2	South Kingstown	New Construction	No

PIDOT Payor	nont Brogram											
RIDOT Pavem												
STIP ID: 1578	PTS ID:	2605S	Project	t Name: Rou	te 7 Dougla	is Pike (Pro	vidence Ci	ty Line to B	urrillville To	own Line)		
Municipality		Description										Responsible Agency
North Providence Smithfield	e, North Smithfield,	replaced, where	nvolves resurfacte re necessary, in the cluded as part of	the North Prov	-							RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.4000	0.4000									0.8000
Design										0.2000		
	Subtotal	0.5000	0.5000									1.0000
Construction	AugRed		9.4000									9.4000
Construction	NHPP			9.0000	2.0000							11.0000
Construction	RICAP Match		1.8800	1.8000	0.2000							3.8800
	Subtotal		11.2800	10.8000	2.2000							24.2800
Other	NHPP				0.4000							0.4000
Other	OutYear					0.6000						0.6000
Other	RICAP Match				0.1000							0.1000
	Subtotal				0.5000	0.6000						1.1000
	Total	0.5000	11.7800	10.8000	2.7000	0.6000						26.3800

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_266	RI-7 Douglas Pike (Providence T/L to Lincoln T/L)	RI-7 Douglas Ave	North Providence	Level and Overlay	No
Pavement	Pave_267	RI-7 (North PVD T/L to North Smithfield T/L)	RI-7 Douglas Pike	Smithfield	Level and Overlay	No
Pavement	Pave_268	RI-7 (Smithfield T/L to Burrillville T/L)	RI-7 Douglas Pike	North Smithfield	Level and Overlay	No
Sidewalk	SDW_45559	SDW RI-7N (Providence T/L to Governor John Notte Park)	RI-7N	North Providence	Replacement	No
Sidewalk	SDW_45560	SDW RI-7S (Governor John Notte Park to Providence T/L)	RI-7S	North Providence	Replacement	No

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RIDOT Pavem	RIDOT Pavement Program												
STIP ID: 1579	PTS ID:	0083X	Projec	t Name: US	6-6, Danielso	n Pike (Cor	necticut S/I	L to RI-102)					
Municipality		Description										Responsible Agency	
Foster, Scituate	This line item involves resurfacing of US-6 Danielson Pike from the Connecticut State Line to RI-102 Chopmist Hill Road.										RIDOT		
Phase	e Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total		
Design	Design OutYear 0.2500 0.5000										0.7500		
	Subtotal					0.2500	0.5000					0.7500	
Construction	OutYear							3.0000	3.5000			6.5000	
	Subtotal							3.0000	3.5000			6.5000	
Other	OutYear								0.1500	0.1500		0.3000	
	Subtotal								0.1500	0.1500		0.3000	
	Total					0.2500	0.5000	3.0000	3.6500	0.1500		7.5500	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_270	US-6 (Connecticut S/L to Scituate T/L)	US-6 Danielson Pike	Foster	Level and Overlay	No
Pavement	Pave_271	US-6 (Foster T/L to RI-102) North	US-6 Danielson Pike	Scituate	Level and Overlay	No
Pavement	Pave_272	Danielson Pike (US-6 to RI-102)	Danielson Pike	Scituate	Level and Overlay	No
Pavement	Pave_273	US-6W Ramp @ US-6 Danielson Pike	US-6W	Scituate	Level and Overlay	No
Pavement	Pave_274	Danielson Pike West Ramp to US-6W	Danielson Pike Westbound	Scituate	Level and Overlay	No

RIDOT Pavem	RIDOT Pavement Program													
STIP ID: 7301	PTS ID:	2606Q	Project	Name: Cra	ck Sealing									
Municipality		Description										Responsible Agency		
Admin / Statewide	dmin / Statewide This line item involves the pavement preventive maintenance activity of crack sealilng. This line item is an annual expense that will carry through into the FFY22-31 STIP.											RIDOT		
Phase	Funding	ling 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total		
Construction	AugRed		0.5000	0.1500	0.4000							1.0500		
Construction	OutYear					2.0800	2.1000	2.1200	2.1400	2.1700	2.1900	12.8000		
Construction RIDOT RIHMA 2.0000 2.0200 2.0400 2.0600										8.1200				
	Subtotal	2.0000	2.5200	2.1900	2.4600	2.0800	2.1000	2.1200	2.1400	2.1700	2.1900	21.9700		
Total 2.0000 2.5200 2.1900 2.4600 2.0800 2.1000 2.1200 2.1400 2.1700 2.1900									21.9700					

RIDOT Pavem	ent Program											
STIP ID: 7302	PTS ID:	20000E	Projec	ct Name: Im	mediate Ac	tion - Paver	nent					
Municipality		Description										Responsible Agency
Admin / Statewid	Admin / Statewide This line item involves making minor pavement repairs.										RIDOT	
Phase Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031											Total	
Construction	AugRed	1.8000 1.7500										3.5500
Construction	OutYear					4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	24.0000
Construction	PY State		1.0000									1.0000
Construction	RICAP Match	2.3500	2.0000	1.0000	1.2700							6.6200
Construction	RIDOT RIHMA	0.6000		3.4300	3.0000							7.0300
Construction	onstruction STBG 1.8000 0.0500 0.4200 0.5500										2.8200	
	Subtotal	6.5500	4.8000	4.8500	4.8200	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	45.0200
	Total	6.5500	4.8000	4.8500	4.8200	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	45.0200

RIDOT Pavem	IDOT Pavement Program													
STIP ID: 7402	PTS ID:	20000C	Proje	ect Name: C	hip Seal, Su	ırface Seal,	and Thin O	verlay - 202	2					
Municipality		Description										Responsible Agency		
Admin / Statewid	Admin / Statewide <div>This line item involves the pavement preventive maintenance activities of chip seal, surface seal and thin overlay for 2022.</div>										RIDOT			
Phase	Funding	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total		
Other	AugRed	0.2400										0.2400		
Other	Land Sales	1.0000										1.0000		
Other	RICAP Match	3.0600										3.0600		
Other	RIDOT RIHMA	4.0000										4.0000		
	Subtotal	8.3000										8.3000		
	Total	8.3000										8.3000		

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RIDOT Paveme	RIDOT Pavement Program												
STIP ID: 7403	PTS ID:	20000C	Projec	ct Name: C	hip Seal, Su	rface Seal,	and Thin O	verlay - 202	3				
Municipality		Description										Responsible Agency	
Admin / Statewide	2	This line item	nvolves the pavement preventive maintenance activities of chip seal, surface seal and thin overlay for 2023.									RIDOT	
Phase	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									Total			
Other	RICAP Match		4.5000									4.5000	
Other	RIDOT RIHMA		3.5000									3.5000	
	Subtotal		8.0000									8.0000	
	Total		8.0000									8.0000	

RIDOT Pavem	ent Program											
STIP ID: 7404	PTS ID:	20000C	Proje	ect Name: Ch	nip Seal, Su	ırface Seal,	and Thin O	verlay - 202	4			
Municipality		Description										Responsible Agency
Admin / Statewid	e	This line item	involves the pa	vement preven	tive maintenar	nce activities of	f chip seal, surf	ace seal and th	in overlay for 2	2024.		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	Land Sales			1.6000								1.6000
	Subtotal			1.6000								1.6000
Other	AugRed			1.0000								1.0000
Other	NHPP			3.2000								3.2000
Other	RICAP Match			3.0000								3.0000
Other	RIDOT RIHMA			4.0000								4.0000
	Subtotal			11.2000								11.2000
	Total			12.8000								12.8000

RIDOT Pavemo	RIDOT Pavement Program												
STIP ID: 7405	PTS ID:	20000C	Proje	ect Name: C	hip Seal, Su	rface Seal,	and Thin O	verlay - 202	5				
Municipality		Description										Responsible Agency	
Admin / Statewide	Admin / Statewide This line item involves the pavement preventive maintenance activities of chip seal, surface seal and thin overlay for 2025.											RIDOT	
Phase	Funding	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total	
Other	AugRed				1.0000							1.0000	
Other	Closeouts				1.5000							1.5000	
Other	RIDOT RIHMA				4.0000							4.0000	
	Subtotal 6.5000									6.5000			
	Total				6.5000							6.5000	

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RIDOT Pavemo	RIDOT Pavement Program													
STIP ID: 7406	PTS ID:	: 20000C	Proje	ect Name: C	hip Seal, Su	rface Seal, a	and Thin Ov	verlay - 2026	-2031					
Municipality		Description										Responsible Agency		
Admin / Statewide	2	This line item if from 2026 to 2	•	vement preve	ntive maintenar	nce activities of	chip seal, surfa	ce seal and thi	n overlay for th	ne outyears of	the STIP,	RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Other	OutYear					6.5000	6.5000	6.5000	6.5000	6.5000	6.5000	39.0000		
	Subtotal	l				6.5000	6.5000	6.5000	6.5000	6.5000	6.5000	39.0000		
	Total					6.5000	6.5000	6.5000	6.5000	6.5000	6.5000	39.0000		

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RIDOT Pavem	ent Program											
STIP ID: 9007	PTS ID:	0004D	Projec	t Name: Bro	oad Street F	Regeneratio	n Project					
Municipality		Description										Responsible Agency
Central Falls, Cur	nneriana Pawitiicket i	Reconstruct fu turning/parkin	-							ge,	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	AugRed	3.6800										3.6800
Construction	RICAP Match	0.9200										0.9200
	Subtotal	4.6000										4.6000
Other	Closeouts		0.8000									0.8000
Other	RICAP Match		0.2000									0.2000
	Subtotal		1.0000									1.0000
	Total	4.6000	1.0000									5.6000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_175	RI-114 Broad St (Mill St. to Blackstone St.)	RI-114	Cumberland	Reconstruction	No
Pavement	Pave_176	Broad St (Blackstone St. to RI-122 Mendon Rd)	Broad St.	Cumberland	Reconstruction	No
Pavement	Pave_216	RI-114 Broad St (Pawtucket T/L to Cumberland T/L)	RI-114	Central Falls	Reconstruction	No
Pavement	Pave_217	RI-114 Broad St (Central Falls T/L to Mill St)	RI-114	Cumberland	Reconstruction	No
Pavement	Pave_218	RI-114 Broad St (Exchange St to Central Falls T/L)	RI-114	Pawtucket	Reconstruction	No

RIDOT Pavemo	ent Program											
STIP ID: 9505	PTS ID: 2605G		Project Name: I-95 (Hayward St. to Walcott St.)									
Municipality		Description										Responsible Agency
Pawtucket		This line item involves mill and overlay of the roadway. Additional improvements to traffic safety and stormwater drainage may be included as part of this project.							RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.2400										0.2400
Design	RICAP Match	0.0600										0.0600
Subtotal 0.3000								0.3000				
Construction	NHPP	0.5600	1.8400	0.3500								2.7500
Construction	RICAP Match	0.1400	0.4600	0.0900								0.6900
	Subtotal	0.7000	2.3000	0.4400								3.4400
Other	NHPP			0.0800								0.0800
Other	RICAP Match			0.0200								0.0200
Subtotal				0.1000								0.1000
	Total	1.0000	2.3000	0.5400								3.8400

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_44643	I-95S (Walcott St. to Hayward St.)	I-95 S	Pawtucket	Level and Overlay	No
Pavement	Pave_44645	I-95N (Hayward St. to Walcott St.)	I-95 N	Pawtucket	Level and Overlay	No

RIDOT Pavemo	ent Program												
STIP ID: 9507	PTS ID:	TBD	Project	Name: US-6	Highland A	ve (County	St to MA S/	L)					
Municipality		Description										Responsible	Agency
East Providence		Mill and overla	ay, wheelchair	ramp improve	ments. This line	item may req	uire additional f	unding beyond	d 2031.			RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	:al
Design	OutYear								0.1500	0.0500			0.2000
	Subtotal								0.1500	0.0500			0.2000
Construction	OutYear									1.6500			1.6500
	Subtotal									1.6500			1.6500
Other	OutYear										0.1000		0.1000
	Subtotal										0.1000		0.1000
	Total								0.1500	1.7000	0.1000		1.9500
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munici	pality	Treatme	nt Type	SLR
Pavement	Pave_109	US-6, Highland	d Ave (Warren	Ave to MA S/L		US-6 Highland	l Ave		East Providence	e	Level and Ove	rlay	No

RIDOT Paveme	ont Brogram												
KIDOT Pavelli	ent Program												
STIP ID: 9508	PTS ID:	TBD	Project I	Name: RI-12	26, River Rd.	. (Martins V	lay to Logar	n Dr.)					
Municipality		Description										Responsible A	Agency
Lincoln	This line item will perform a thin overlay of RI-126 from Martins Way to Logan Dr. The project may also include wheelchair ramp improvement. This line item may require additional funding beyond 2031.										provements.	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	OutYear										0.2500		0.2500
	Subtotal										0.2500		0.2500
	Total										0.2500		0.2500
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munic	cipality	Treatmer	nt Type	SLR
Pavement									Level and Over	rlay	No		

RIDOT Paveme	ent Program											
STIP ID: 9519	PTS ID:	TBD	Project	Name: I-195	(I-95 to Eas	st Providenc	ce T/L)					
Municipality		Description										Responsible Agency
Providence		This line item involves mill and overlay of the roadway.										RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear										0.4500	0.4500
	Subtotal										0.4500	0.4500
	Total										0.4500	0.4500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_10021	I-195W (Providence River Bridge to I-95N @ Point)	I-195W	Providence	Level and Overlay	No
Pavement	Pave_17	I-195E (Collier Point to East Providence T/L)	I-195E	Providence	Level and Overlay	Yes
Pavement	Pave_19	I-195E (Borden St. to Providence River Bridge)	I-195E, US-44	Providence	Level and Overlay	No
Pavement	Pave_20	I-195W (Providence River Bridge to I-95S @ Bay St)	I-95W, US-6	Providence	Level and Overlay	Yes
Pavement	Pave_21	I-195E (I-95N Exit 19 to Providence River Bridge)	I-95N, I-195E	Providence	Level and Overlay	No

RIDOT Paveme	ent Program											
STIP ID: 9520	PTS ID:	2604S	Project	t Name: I-95	(Connection	cut S/L to B	aker Pines I	Rd.)				
Municipality		Description										Responsible Agency
Hopkinton, Richm	ond	This line item in project alongsi		-		ditional impro	vements to traf	ffic safety, inclu	ıding guardrail	, may be includ	ed with this	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP	0.3200										0.3200
Design	RICAP Match	0.0800										0.0800
	Subtotal	0.4000										0.4000
Construction	AugRed	11.3500										11.3500
Construction	NHPP		1.5500									1.5500
Construction	RICAP Match	2.8500	0.4000									3.2500
	Subtotal	14.2000	1.9500									16.1500
Other	Closeouts			0.2000								0.2000
Other	RICAP Match			0.0500								0.0500
	Subtotal			0.2500								0.2500
	Total	14.6000	1.9500	0.2500								16.8000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_5	I-95N (CT S/L to Richmond T/L)	I-95N	Hopkinton	Mill and Fill	No
Pavement	Pave_6	I-95N (Hopkinton T/L to Baker Pines Rd.)	I-95N	Richmond	Mill and Fill	No
Pavement	Pave_7	I-95S (Baker Pines Rd. to Hopkinton T/L)	I-95S	Richmond	Mill and Fill	No
Pavement	Pave_8	I-95S (Richmond T/L to CT S/L)	I-95S	Hopkinton	Mill and Fill	No

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RIDOT Pavem	ent Program											
STIP ID: 9525	PTS ID:	TBD	Project	Name: Paw	tucket Ave (Veteran's N	lemorial Pa	rkway to Wa	rren Ave)			
Municipality		Description										Responsible Agency
East Providence		This line item involves mill and overlay of the roadway and replacement of sidewalks.									RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear							0.1000	0.2000	0.4000		0.7000
	Subtotal							0.1000	0.2000	0.4000		0.7000
Construction	OutYear									1.0000	5.2500	6.2500
	Subtotal									1.0000	5.2500	6.2500
	Total 0.1000 0.2000 1.4000 5.2500								6.9500			

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_116	RI-103N (Pawtucket Ave to Pawtucket Ave connector)	RI-103N Pawtucket Ave	East Providence	Mill and Fill	No
Pavement	Pave_178	Pawtucket Ave (Veteran's Mem. Pkwy to Warren Ave)	RI-103, RI-114	East Providence	Mill and Fill	No
Sidewalk	SDW_58	SDW RI-114N (Veterans Memorial Pkwy to Warren Ave)	RI-114N Pawtucket Avenue	East Providence	Rehabilitation	No
Sidewalk	SDW_59	SDW RI-114N (Warren Ave to Veterans Memorial Pkwy)	RI-114N Pawtucket Avenue	East Providence	Rehabilitation	No

RIDOT Pavement Program

STIP ID: 9529	PTS ID:	TBD	Project	Name: US-1	, Elmwood	Ave (Crans	ton T/L to Ro	ger Williar	ns Ave)				
Municipality		Description										Responsible	Agency
Providence		This line item 2031.	involves mill a	nd overlay of th	e roadway and	wheelchair ra	mp improvemer	nts. This line it	em may require	e additional fur	nding beyond	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	al
Design	OutYear									0.1500	0.2500		0.4000
	Subtotal									0.1500	0.2500		0.4000
Construction	OutYear										1.0000		1.0000
	Subtotal										1.0000		1.0000
	Total									0.1500	1.2500		1.4000
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munic	ipality	Treatme	nt Type	SLR
Pavement	Pave_106	US-1, Cranstor	n T/L to Roger	Williams Ave		US-1			Providence		Level and Ove	rlay	No

RIDOT Pavem	ent Program											
STIP ID: 9531	PTS ID:	TBD	Project	Name: RI-10	02 (Main St t	to North Mai	in St), RI-14	6A Victory H	lighway (RI	l-5 to RI-146	5)	
Municipality		Description										Responsible Agency
North Smithfield		This line item	involves recons	struction of the	roadway, full s	sidewalk replac	ement, and wh	eelchair ramp i	nstallation / im	provements.		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.1000	0.2000	0.2000				0.5000
	Subtotal					0.1000	0.2000	0.2000				0.5000
Construction	OutYear							4.5000	7.0000			11.5000
	Subtotal							4.5000	7.0000			11.5000
Other	OutYear								0.1000	0.1000		0.2000
	Subtotal								0.1000	0.1000		0.2000
	Total					0.1000	0.2000	4.7000	7.1000	0.1000		12.2000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_171	RI-102 Victory Hwy (Main St to North Main St)	RI-102 Victory Highway	North Smithfield	Reconstruction	No
Pavement	Pave_172	RI-146A Victory Highway (RI-5 to RI-146)	RI-146A Victory Highway	North Smithfield	Reconstruction	No
Pavement	Pave_9508	Main St. (RI-102 Victory Hwy to RI-5 Railroad St.)	Main Street	North Smithfield	Mill and Overlay	No

RIDOT Pavem	ent Program											
STIP ID: 9532	PTS ID:	TBD	Project	Name: RI-1	03, Warren A	Ave (Broadv	vay to Pawt	ucket Ave)				
Municipality		Description										Responsible Agency
East Providence		This line item involves mill and overlay of the roadway and replacement of sidewalks. This line item may require additional funding beyond 203:								eyond 2031.	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear									0.3000	0.2000	0.5000
	Subtotal									0.3000	0.2000	0.5000
Construction	OutYear										1.0000	1.0000
	Subtotal										1.0000	1.0000
	Total	Total 0.3000 1.20								1.2000	1.5000	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_113	RI-103E Warren Ave (Broadway to Pawtucket Ave)	RI-103E	East Providence	Mill and Fill	No
Pavement	Pave_114	RI-103W Warren Ave (Pawtucket Ave to Broadway)	RI-103W	East Providence	Mill and Fill	No
Sidewalk	SDW_74	SDW RI-103W Warren Ave (Alford St. to Broadway)	RI-103W	East Providence	Rehabilitation	No
Sidewalk	SDW_75	SDW RI-103W Warren Ave (Spruce St. to Alford St.)	RI-103W	East Providence	Rehabilitation	No
Sidewalk	SDW_76	SDW RI-103W Warren Ave (RI-114 to Spruce St.)	RI-103W	East Providence	Rehabilitation	No
Sidewalk	SDW_77	SDW RI-103E Warren Ave (Broadway to RI-114)	RI-103E	East Providence	Rehabilitation	No

RIDOT Pavem	ent Program												
STIP ID: 9533	PTS ID:	TBD	Project I	Name: RI-11	4A, Pleasar	nt St (RI- 11	14, Pawtucke	t Ave to Ma	ass S/L)				
Municipality		Description										Responsible A	Agency
East Providence		This line item i 2031.	nvolves mill an	nd overlay of th	e roadway and	wheelchair ra	amp improvemer	nts. This line ite	em may require	additional fun	ding beyond	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	ıl
Design	OutYear								0.1500	0.0500			0.2000
	Subtotal								0.1500	0.0500			0.2000
Construction	OutYear									1.6500			1.6500
	Subtotal									1.6500			1.6500
Other	OutYear										0.1000		0.1000
	Subtotal										0.1000		0.1000
	Total								0.1500	1.7000	0.1000		1.9500
Assets Within Pro	ject												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munici	pality	Treatmen	it Type	SLR
Pavement	Pave_117	RI-114A Pleasa	ant St (RI-114 to	o Mass S/L)		RI-114A			East Providence	e	Mill and Fill		No

RIDOT Pavem	ent Program											
STIP ID: 9534	PTS ID:	TBD	Project	Name: RI-1	16/George V	Vashington	Highway (RI	-7 to Lincol	n Mall)			
Municipality		Description										Responsible Agency
Lincoln, Smithfiel	This project involves a mill and overlay of the roadway and wheelchair ramp improvements.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear						0.2000	0.1000				0.3000
	Subtotal						0.2000	0.1000				0.3000
Construction	OutYear							1.0000	0.6000			1.6000
	Subtotal							1.0000	0.6000			1.6000
Other	OutYear								0.1000	0.1000		0.2000
	Subtotal								0.1000	0.1000		0.2000
	Total						0.2000	1.1000	0.7000	0.1000		2.1000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_10014	RI-116 (Smithfield T/L to Wake Robin Road)	RI-116 George Washington Highway	Lincoln	Level and Overlay	No
Pavement	Pave_310	RI-116 (RI-7 to Lincoln T/L)	RI-116 George Washington Highway	Smithfield	Level and Overlay	No

RIDOT Paveme	ent Program												
STIP ID: 9535	PTS ID:	TBD	Project I	Name: RI-11	6, Smith Av	ve (Orchard	Ave to US-4	I4, Putnam	Pike)				
Municipality		Description										Responsible A	Agency
Smithfield		This line item i 2031.	nvolves mill an	ıd overlay of th	e roadway and	l wheelchair ra	ımp improvemei	nts. This line it	em may require	additional fur	iding beyond	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	OutYear								0.2000				0.2000
	Subtotal								0.2000				0.2000
Construction	OutYear									1.6500			1.6500
	Subtotal									1.6500			1.6500
Other	OutYear										0.1000		0.1000
	Subtotal										0.1000		0.1000
	Total								0.2000	1.6500	0.1000		1.9500
Assets Within Pro	ject												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munici	pality	Treatmer	nt Type	SLR
Pavement	Pave_118	RI-116, Smith	Ave (Orchard A	ve to US-44 Pu	tnam Pk)	RI-116			Smithfield		Mill and Fill		No

RIDOT Pavem	ent Program											
STIP ID: 9536	PTS ID:	2604X	Project	Name: RI-1	17, Centerv	rille Road (0	Quaker Lane	e to I-95 So	uthbound F	Ramp) and H	loxsie 4 Co	rners
Municipality		Description										Responsible Agency
Warwick		Centerville Roa Delwood Road	volves full-depti ad between Qua . This project m le stormwater c	aker Lane and t ay include add	he I-95 Southb itional improve	ound ramps. T ments to traff	he project also ic and pedestri	includes a sec an	tion of West S		-	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	PY State	0.0700	0.2000									0.2700
Design	STBG	0.2800	0.8000									1.0800
	Subtotal	0.3500	1.0000									1.3500
Construction	2022 Earmark		1.0000									1.0000
Construction	PY State		0.2900	0.9220	1.0800							2.2920
Construction	RICAP Match		0.2000									0.2000
Construction	STBG		1.1600	3.6880	4.3200							9.1680
	Subtotal		2.6500	4.6100	5.4000							12.6600
Other	OutYear					0.8000	0.5000					1.3000
	Subtotal					0.8000	0.5000					1.3000
	Total	0.3500	3.6500	4.6100	5.4000	0.8000	0.5000					15.3100

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_159	RI-117, West Shore Rd (Warwick Ave to Delwood Rd)	RI-117	Warwick	Level and Overlay	No
Pavement	Pave_183	RI-117, (Quaker Lane to I-95 SB Ramp)	RI-117	Warwick	Reconstruction	No
Sidewalk	SDW_3	SDW RI-117W (Inskip Blvd. to Quaker Lane)	RI-117W	Warwick	Rehabilitation	No
Sidewalk	SDW_63	SDW RI-117S W Shore Rd (Delwood Rd to Warwick Ave)	RI-117S	Warwick	Rehabilitation	No
Sidewalk	SDW_64	SDW RI-117S W Shore Rd (Warwick Ave to Delwood Rd)	RI-117S	Warwick	Rehabilitation	No
Sidewalk	SDW_65	SDW RI-117W (Commonwealth Ave to Scott Elementary)	RI-117W	Warwick	Replacement	No
Sidewalk	SDW_66	SDW RI-117E (Scott Elementary to Commonwealth Ave)	RI-117E	Warwick	Replacement	No
Sidewalk	SDW_67	SDW RI-117W (Scott Elementary to Kent County YMCA)	RI-117W	Warwick	Replacement	No
Sidewalk	SDW_6701	SDW RI-117E (Scott Elementary to Kent County YMCA)	RI-117W	Warwick	Replacement	No
Sidewalk	SDW_69	SDW RI-117W (Kent County YMCA to RI-2N Ramps)	RI-117W	Warwick	Rehabilitation	No
Sidewalk	SDW_70	SDW RI-117E (RI-2N Ramps to Kent County YMCA)	RI-117E	Warwick	Rehabilitation	No
Sidewalk	SDW_71	SDW RI-117W (RI-2N Ramps to RI-2)	RI-117W	Warwick	Rehabilitation	No
Sidewalk	SDW_72	SDW RI-117E (RI-2 to RI-2N Ramps)	RI-117E	Warwick	N/A	No

RIDOT Pavem	ent Program					
STIP ID: 9536						
Sidewalk	SDW_73	SDW RI-117E (Quaker Lane to RI-2 Bald Hill Road)	RI-117E	Warwick	Replacement	No

RIDOT Paveme	ent Program												
STIP ID: 9537	PTS ID:	TBD	Project	Name: RI-11	17, Flat Rive	r Road (Hill	Farm Rd to	Read Scho	ool House R	load)			
Municipality		Description										Responsible A	Agency
Coventry	This line item involves mill and overlay of the roadway with limited wheelchair ramp improvements. This line item may require additional funding beyond 2031.											RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	OutYear										0.3000		0.3000
	Subtotal										0.3000		0.3000
	Total										0.3000		0.3000
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munic	cipality	Treatmer	nt Type	SLR
Pavement	Pave_170	Flat River Rd (H	Hill Farm Rd to	School House	Rd)	RI-117 Flat Riv	ver Rd		Coventry		Level and Over	rlay	No

Reported Date: 11/20/2023

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RIDOT Pavemo	ent Program											
STIP ID: 9538	PTS ID:	2606U	Projec	t Name: RI-1	22, Mendo	n Rd (Cumb	erland Hill I	Rd to Mass	achusetts \$	S/L)		
Municipality		Description										Responsible Agency
Woonsocket		This line item i	involves recons	truction of the	roadway along	side wheelchai	r ramp improve	ements.				RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP		0.6000	0.4000								1.0000
Design	RICAP Match		0.1500	0.1000								0.2500
	Subtotal		0.7500	0.5000								1.2500
Construction	OutYear					4.0400						4.0400
Construction	PROTECT			0.8000	2.8000							3.6000
Construction	RICAP Match			0.2000	0.7000							0.9000
	Subtotal			1.0000	3.5000	4.0400						8.5400
Other	OutYear					0.2500	0.2500					0.5000
	Subtotal					0.2500	0.2500					0.5000
	Total		0.7500	1.5000	3.5000	4.2900	0.2500					10.2900

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_119	RI-112, Mendon Rd (Cumberland Hill Rd to Diamond Hill Rd)	RI-122 Mendon Rd	Woonsocket	Reconstruction	No

RIDOT Pavem	ent Program												
STIP ID: 9539	PTS ID:	TBD	Project	Name: RI-12	22, Mendon	Rd (RI-120,	, Nate Whipp	le Highway	to Homeste	ad Rd)			
Municipality		Description										Responsible	Agency
Cumberland	This line item involves mill and overlay of the roadway, li require additional funding beyond 2031.							d wheelchair r	amp improveme	ents. This line	item may	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	OutYear								0.3500				0.3500
	Subtotal								0.3500				0.3500
Construction	OutYear									3.0000			3.0000
	Subtotal									3.0000			3.0000
Other	OutYear										0.1000		0.1000
	Subtotal										0.1000		0.1000
	Total								0.3500	3.0000	0.1000		3.4500
Assets Within Pro	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munici	pality	Treatme	nt Type	SLR
Pavement	Pave_120	RI-122, (RI-120) to Homestead	d Rd)		RI-122 Mendo	on Rd		Cumberland		Mill and Fill		No

RIDOT Pavem	ent Program											
STIP ID: 9542	PTS ID:	TBD	Project	Name: RI-12	28, Killingly	St. and Gre	enville Ave.	. (US-6A Har	tford Ave to	Providenc	e T/L)	
Municipality		Description										Responsible Agency
Johnston, Provide	This line item involves reconstruction of the roadway, and wheelchair ramp improvements. The portion of this project that will reconstruct Greenville Avenue from Waterman Ave to the Providence T/L was previously included in TIPID 9512 in the FY18-27 STIP.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear							0.1000	0.2000	0.3000		0.6000
	Subtotal							0.1000	0.2000	0.3000		0.6000
Construction	OutYear									4.0000	1.0000	5.0000
	Subtotal									4.0000	1.0000	5.0000
Other	OutYear										0.2000	0.2000
	Subtotal										0.2000	0.2000
	Total							0.1000	0.2000	4.3000	1.2000	5.8000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_122	RI-128, Killingly St (US-6A to Johnston T/L)	RI-128 Killingly St	Providence	Reconstruction	No
Pavement	Pave_123	RI-128 (Providence T/L to Greenville Ave)	RI-128 Killingly St	Johnston	Reconstruction	No
Pavement	Pave_180	Greenville Ave (Killingly St. to Providence T/L)	Greenville Ave	Johnston	Reconstruction	No
Pavement	Pave_181	RI-128 (Waterman Ave to Killingly St)	RI-128 Greenville Ave	Johnston	Reconstruction	No

RIDOT Pavemo	ent Program											
STIP ID: 9546	PTS ID:	TBD	Project	Name: US-4	4, Taunton	Ave (Pawtu	cket Ave to	Washingtor	Bridge Ra	mps) and V	Vaterman A	ve (Taunton Ave t
Municipality		Description										Responsible Agency
East Providence		This line item	involves mill ar	nd overlay of th	e roadway with	n wheelchair ra	mp improveme	nts.				RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.1000	0.2500					0.3500
	Subtotal					0.1000	0.2500					0.3500
Construction	OutYear						1.0000	1.9000				2.9000
	Subtotal						1.0000	1.9000				2.9000
Other	OutYear							0.1000	0.0500			0.1500
	Subtotal							0.1000	0.0500			0.1500
	Total					0.1000	1.2500	2.0000	0.0500			3.4000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_125	US-44(Pawtucket Ave to I-195W Ramp to Wash Bridge)	US-44 Taunton Ave	East Providence	Mill and Fill	No
Pavement	Pave_126	US-44 Taunton Ave (Waterman Ave to Hall St)	US-44 Taunton Ave	East Providence	Mill and Fill	No
Pavement	Pave_127	US-44 Taunton West to Waterman East	US-44 Taunton Ave, Waterman Ave	East Providence	Mill and Fill	No
Pavement	Pave_128	US-44 Taunton East to Waterman West	US-44 Taunton Ave, Waterman Ave	East Providence	Mill and Fill	No
Pavement	Pave_44689	Waterman Ave (Broadway to John St.) and John St. (Waterman Ave. to US-44)	Waterman Avenue	East Providence	Level and Overlay	No
Pavement	Pave_44690	Waterman Ave. (John St. too N. Brow St.)	Waterman Avenue	East Providence	Reclamation	No

RIDOT Pavem	ent Program												
STIP ID: 9547	PTS ID:	2605N	Project	t Name: US	-44 Putnam	Pike (Rese	rvoir Rd. to	Money Hill	Rd.)				
Municipality		Description										Responsible	Agency
Glocester			nvolves mill and project will be N.									RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	RICAP Match	0.0200	0.0400										0.060
Design	STBG	0.0800	0.1600										0.240
	Subtotal	0.1000	0.2000										0.300
Construction	RICAP Match		0.0600	0.1920	0.1320								0.384
Construction	STBG		0.2400	0.7680	0.5280								1.536
	Subtotal		0.3000	0.9600	0.6600								1.920
Other	OutYear					0.0500							0.0500
	Subtotal					0.0500							0.0500
	Total	0.1000	0.5000	0.9600	0.6600	0.0500							2.2700
Assets Within Pro	ject												
Asset Type	Asset ID		Asset I	Name			acility Carried		Muni	cipality	Treatm	ent Type	SLR

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_062	Route 44 between 102 and CT State Line	US-44	Glocester	Install guardrail	No
Pavement	Pave_169	US-44, Putnam Pike (Reservoir Rd to Money Hill Rd)	US-44 Putnam Pike	Glocester	Level and Overlay	No

RIDOT Pavem	ont Program											
RIDOT Pavell	ent Program											
STIP ID: 9548	PTS ID:	2607Q	Projec	ct Name: US-	44, Putnam	Pike (Dane	ecroft Ave. to	o RI-104 Wa	aterman Ave	e)		
Municipality		Description										Responsible Agency
Johnston, North I Smithfield	Providence,	This line item	involves mill ar	nd overlay of the	roadway.							RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	NHPP				0.1200							0.1200
Design	RICAP Match			0.0600	0.0300							0.0900
Design	STBG			0.2400								0.2400
	Subtotal			0.3000	0.1500							0.4500
Construction	NHPP				0.9600							0.9600
Construction	OutYear					7.0000	11.2100					18.2100
Construction	RICAP Match				0.2400							0.2400
	Subtotal				1.2000	7.0000	11.2100					19.4100
Other	OutYear							0.1000	0.1000			0.2000
	Subtotal							0.1000	0.1000			0.2000
	Total			0.3000	1.3500	7.0000	11.2100	0.1000	0.1000			20.0600

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_394	Route 44 at Smithfield Commons	Route 44 at Smithfield Commons	Smithfield	Replace signal	No
Pavement	Pave_151	US-44 (Johnston T/L to RI-104 Waterman Ave)	US-44 Putnam Pike	North Providence	Level and Overlay	No
Pavement	Pave_152	US-44 (I-295 to North Providence T/L)	US-44 Putnam Pike	Smithfield	Level and Overlay	No
Pavement	Pave_153	US-44 (Smithfield T/L to Providence T/L)	US-44 Putnam Pike	Johnston	Level and Overlay	No
Pavement	Pave_2501	RI-5 (Commerce Street to Stop & Shop)	RI-5 Sanderson Rd.	Smithfield	Level and Overlay	No
Pavement	PAVE_47978	US-44, Putnam Pike (Danecroft Ave. to I-295)	US-44 Putnam Pike	Smithfield	Mill and Overlay	No

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Project Name: US-44, Putnam Pike (Sprague Hill Rd to Connecticut S/L)

RIDOT Pavement Program

Pave_129

STIP ID: 9549

Pavement

PTS ID: TBD

US-44 Putnam Pike (CT S/L to Sprague Hill Rd)

Municipality		Description										Responsible	Agency
Glocester		This line item	involves mill ar	nd overlay of th	e roadway. Th	is project may ir	clude addition	al improveme	nts to stormwa	ter drainage.		RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	al
Design	OutYear					0.2000	0.3000						0.5000
	Subtotal					0.2000	0.3000						0.5000
Construction	OutYear						0.5000	2.4500	2.0000				4.9500
	Subtotal						0.5000	2.4500	2.0000				4.9500
Other	OutYear								0.0500	0.1000			0.1500
	Subtotal								0.0500	0.1000			0.1500
	Total					0.2000	0.8000	2.4500	2.0500	0.1000			5.6000
Assets Within Pro	ject												
Asset Type	Asset ID		Asset	Name		F	acility Carried		Munici	ipality	Treatme	nt Type	SLR

US-44 Putnam Pike

Glocester

Level and Overlay

No

RIDOT Pavem	ent Program											
STIP ID: 9552	PTS ID:	TBD	Project	Name: US-6	A, Hartford	Ave (Killing	gly St. to RI-	14 Plainfield	l St.)			
Municipality		Description										Responsible Agency
Providence		This line item	involves recons	struction of the	roadway, whe	elchair ramp in	nprovements, a	nd partial repla	cement of the	sidewalk.		RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear						0.1000	0.3000	0.3000			0.7000
	Subtotal						0.1000	0.3000	0.3000			0.7000
Construction	OutYear								2.5000	4.0000		6.5000
	Subtotal								2.5000	4.0000		6.5000
Other	OutYear										0.2500	0.2500
	Subtotal										0.2500	0.2500
	Total						0.1000	0.3000	2.8000	4.0000	0.2500	7.4500

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_132	US-6A (Killingly St. to RI-14 Plainfield St)	US-6A Hartford Ave	Providence	Reconstruction	No
Pavement	Pave_133	US-6A West (Westminster St to Service Rd)	US-6A West	Providence	Reconstruction	No

STIP ID: 9556	PTS ID:	TBD	Project	Name: RI-12	22, Lonsdale	Ave (Centr	al Falls T/L	to Cumberl	and T/L)			
Municipality		Description			,	•			•			Responsible Agency
Lincoln				•	he roadway with may also include				lewalk replace	ment and whe	elchair ramp	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear					0.3500						0.350
Design	RIDOT RIHMA				0.0200							0.020
Design	STBG				0.0800							0.080
	Subtotal				0.1000	0.3500						0.450
Construction	OutYear						4.1000					4.100
	Subtotal						4.1000					4.100
Other	OutYear							0.1000	0.1000			0.200
	Subtotal							0.1000	0.1000			0.200
	Total				0.1000	0.3500	4.1000	0.1000	0.1000			4.750

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
Pavement	Pave_316	RI-122 (Central Falls T/L to Cumberland T/L)	RI-122 Lonsdale Ave	Lincoln	Mill and Fill	No	

RIDOT Paven	nent Program											
STIP ID: 9557	PTS ID:	0082S	Project	t Name: RI-2	2, South Co	unty Trail (Charlestowi	n T/L to RI-	138)			
Municipality		Description										Responsible Agency
Richmond, South	n Kingstown		nvolves mill an a bicycle lane a e route.	•	•		•		•	,	•	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.1600										0.1600
Design	STBG	0.6400										0.6400
	Subtotal	0.8000										0.8000
Construction	RICAP Match	0.2000	0.7400									0.9400
Construction	STBG	0.8000	2.9600									3.7600
	Subtotal	1.0000	3.7000									4.7000
Other	RICAP Match			0.0500	0.0500							0.1000
Other	STBG			0.2000	0.2000							0.4000
	Subtotal			0.2500	0.2500							0.5000
	Total	1.8000	3.7000	0.2500	0.2500							6.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_168	RI-2 (Charlestown T/L to South Kingstown T/L)	RI-2 South Country Trail	Richmond	Level and Overlay	No
Pavement	Pave_45101	RI-2, South County Trail (Richmond T/L to RI-138)	RI-2	South Kingstown	Level and Overlay	No
TAP	TAP45107	S. County Trail Bicycle Lane (Charlestown T/L to SK T/L)	RI-2	Richmond	New Construction	No
TAP	TAP45108	S. County Trail Bicycle Lane (Richmond T/L to RI-138)	RI-2	South Kingstown	New Construction	No

RIDOT Paveme	ent Program												
STIP ID: 9559	PTS ID:	TBD	Project	Name: RI-3,	High Street	t (Oak St. to	Ashaway R	d.)					
Municipality		Description										Responsible	Agency
Westerly		This line item i	nvolves mill ar	nd overlay of th	ne roadway witl	h wheelchair rar	mp improveme	nts				RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	al
Design	OutYear					0.0500	0.2000						0.2500
	Subtotal					0.0500	0.2000						0.2500
Construction	OutYear						2.1500						2.1500
	Subtotal						2.1500						2.1500
Other	OutYear							0.0500	0.0500				0.1000
	Subtotal							0.0500	0.0500				0.1000
	Total					0.0500	2.3500	0.0500	0.0500				2.5000
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name		F	acility Carried		Munic	ipality	Treatme	nt Type	SLR
Pavement	Pave_156	RI-3, High Stre	et (Oak St. to A	Ashaway Rd.)		RI-3			Westerly		Level and Ove	rlay	No

RIDOT Pavem	ent Program											
STIP ID: 9560	PTS ID:	TBD	Project	Name: RI-5,	Atwood Av	enue (Cran	ston St. to F	RI-14, Plainf	ield Pike)			
Municipality		Description										Responsible Agency
Cranston	This line item involves mill and overlay of the roadway with limited areas of reconstruction, new sidewalk installation, utility pole relocation, and drainage improvements as necessary. This line item may require additional funding beyond 2031.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear								0.1000	0.2000	0.2000	0.5000
	Subtotal								0.1000	0.2000	0.2000	0.5000
Construction	OutYear										3.0000	3.0000
	Subtotal										3.0000	3.0000
	Total								0.1000	0.2000	3.2000	3.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_130	RI-5, Atwood Ave (Cranston St to RI-12 Phenix Ave)	RI-5 Atwood Ave	Cranston	Mill and Fill	No
Pavement	Pave_131	RI-5S Atwood Ave to Oaklawn Ave Roundabout	RI-5 Atwood Ave, Oaklawn Ave	Cranston	Mill and Fill	No
Pavement	Pave_157	RI-5, Atwood Avenue (RI-12, Phenix Ave to RI-14)	RI-5 Atwood Ave	Cranston	Level and Overlay	No

RIDOT Paveme	ent Program											
STIP ID: 9561	PTS ID:	TBD	Project	Name: RI-5,	Oaklawn A	venue (May	field Ave to	Cranston S	St)			
Municipality		Description										Responsible Agency
Cranston	This line item involves reconstruction of the roadway, new sidewalk installation, utility pole relocation, and drainage improvements as necessary. This line item may require additional funding beyond 2031.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear								0.7500	1.0000	0.2500	2.0000
	Subtotal								0.7500	1.0000	0.2500	2.0000
Construction	OutYear										7.0000	7.0000
	Subtotal										7.0000	7.0000
	Total 0.7500 1.0000							7.2500	9.0000			

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_115	RI-5 Oaklawn Avenue (Mayfield Ave to Cranston St)	RI-5 Oaklawn Ave	Cranston	Reconstruction	No
Sidewalk	SDW_9518	SDW RI-5S (Cranston St. to Mayfield Ave.)	RI-5 Oaklawn Ave	Cranston	Rehabilitation	No
Sidewalk	SDW_9519	SDW RI-5N (Mayfield Ave. to Cranston St.)	RI-5 Oaklawn Ave	Cranston	Rehabilitation	No

RIDOT Pavem	ent Program											
STIP ID: 9562	PTS ID:	: TBD	Project	Name: Shar	nock Road	(RI-112, Ca	rolina Back	Rd to RI-2,	South Cou	nty Trail)		
Municipality		Description										Responsible Agency
Charlestown, Rich	This line item involves mill and overlay of the roadway with partial reclamation and drainage improvements where necessary. This line item may require additional funding beyond 2031.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear										0.4000	0.4000
	Subtotal 0.4000									0.4000		
	Tota	I									0.4000	0.4000
Accete Within Dro	inat											

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_165	Old Shannock Rd (RI-112 to Richmond T/L)	Old Shannock Rd	Charlestown	Reclamation	No
Pavement	Pave_166	Shannock Rd (Charlestown T/L to Charlestown T/L)	Old Shannock Rd	Richmond	Reclamation	No
Pavement	Pave_167	Old Shannock Rd (Richmond T/L to RI-2)	Old Shannock Rd	Charlestown	Reclamation	No

RIDOT Paveme	ent Program												
STIP ID: 9564	PTS ID:	TBD	Project	Name: RI-11	7, Warwick	Ave (Park	Ave to Broa	d Street)					
Municipality		Description										Responsible	Agency
Cranston		This line item i 2031.	involves mill ar	nd overlay of th	e roadway witl	h wheelchair ra	amp improveme	ents. This line i	tem may requi	re additional fu	inding beyond	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	al
Design	OutYear										0.2500		0.2500
	Subtotal										0.2500		0.2500
	Total										0.2500		0.2500
Assets Within Proj	ect												
Asset Type	Asset ID		Asset	Name			Facility Carried		Munio	cipality	Treatme	nt Type	SLR
Pavement	Pave_158	RI-117, Warwi	ck Ave (Park A	ve to Broad St)		RI-117			Cranston		Level and Ove	rlay	No

RIDOT Pavement Program												
STIP ID: 12100	PTS II	D: TBD	Project	t Name: Mur	nicipal Road	& Bridge F	Program					
Municipality		Description										Responsible Agency
Admin / Statewide	2	This line provid	•	r the Municipal	Road Fund Proยู	gram created b	y Governor M	cKee and enact	ed by the Gene	eral Assembly i	n the 2024	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	ARPA-SFRF			10.0000	10.0000							20.0000
	Subtotal	l		10.0000	10.0000							20.0000
	Total			10.0000	10.0000							20.0000

Reported Date: 11/20/2023

RIDOT Paveme	RIDOT Pavement Program													
STIP ID: 13301	PTS ID	: TBD	Project Name: Pavement Research and Equipment											
Municipality		Description									Responsible Agency			
Admin / Statewide	9		is line item provides funding to research the effects that utility patches and structures have on the rideability and condition of roads roughout Rhode Island. Funding will support the procurement of equipment under this effort, including a 2D/3D Pavement Imaging System.											
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Other	RICAP Match	0.2000										0.2000		
Other	STBG	0.8000										0.8000		
	Subtotal	1.0000										1.0000		
	Total	1.0000										1.0000		

RIDOT Paveme	ent Program											
STIP ID: 19992	PTS ID	: TBD	Project	Name: Nort	h Road Re	silient Resu	ırfacing (23	5 North Rd	to 159 North	n Rd)		
Municipality		Description										Responsible Agency
Jamestown			deploys a \$312, . This project wi		_							RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match		0.0500									0.0500
Design	STBG		0.2000									0.2000
	Subtotal		0.2500									0.2500
Construction	Climate		0.3120									0.3120
Construction	NHPP		0.2080									0.2080
Construction	RICAP Match		0.1300									0.1300
	Subtotal		0.6500									0.6500
Other	NHPP			0.0800								0.0800
Other	RICAP Match			0.0200								0.0200
	Subtotal			0.1000								0.1000
	Total		0.9000	0.1000								1.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	PAVE_19992	North Rd (235 North Rd to 159 North Rd)	North Road	Jamestown	Mill and Overlay	Yes

RIDOT Stormv	ater Program											
STIP ID: 5128	PTS ID:	2601W	Projec	t Name: US	1 – Post R	d (NKS) – D	rainage					
Municipality		Description										Responsible Agency
North Kingstown	This project will study, design, and install a drainage structure at the intersection of Post Road and Essex Road in North Kingstown. Concerns outside the highway right of way require mitigation, including drainage, historic, and environmental issues.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	RIDOT RIHMA	5.0000	5.0000									10.0000
	Subtotal	5.0000	5.0000									10.0000
Other	RIDOT RIHMA			1.0000								1.0000
	Subtotal			1.0000								1.0000
	Total	5.0000	5.0000	1.0000								11.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Stormwater	STORMWATER512 8	NKS - Post Road Drainage Improvements	US-1	North Kingstown	New Construction	No

RIDOT Stormw	RIDOT Stormwater Program													
STIP ID: 7500	PTS ID:	0197K	Project Name: Stormwater Operations											
Municipality		Description										Responsible Agency		
Admin / Statewide	2	This line item p	provides fundin	g to support st	ormwater mair	itenance and o	perations.					RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Other	OutYear					6.0000	6.0000	6.0000	6.0000	6.0000	6.0000	36.0000		
Other	RIDOT RIHMA	6.0000	6.0000	6.0000	6.0000							24.0000		
	Subtotal	6.0000	6.0000	6.0000	6.0000	6.0000	6.0000	6.0000	6.0000	6.0000	6.0000	60.0000		
	Total	6.0000	6.0000	6.0000	6.0000	6.0000	6.0000	6.0000	6.0000	6.0000	6.0000	60.0000		

RIDOT Stormv	RIDOT Stormwater Program													
STIP ID: 7550	PTS ID:	0197N	Project	Project Name: Stormwater Capital										
Municipality									Responsible Agency					
Admin / Statewide	2	This line item p	provides fundin	g to support ca	pital projects a	nd programs e	xecuted by RID	OT's Office of S	Stormwater Ma	anagement.		RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Construction	OutYear					4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	24.0000		
Construction	PROTECT	1.8000	0.7000									2.5000		
Construction	RIDOT RIHMA	4.0000	4.0000	4.0000	4.0000							16.0000		
	Subtotal	5.8000	4.7000	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	42.5000		
	Total	5.8000	4.7000	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	4.0000	42.5000		

RIDOT Study a	ınd Developmeı	nt Program											
STIP ID: 3159	PTS ID:	TBD	Project	Name: Brid	ge Group 15	E Barker							
Municipality		Description											Agency
Portsmouth		This project will investigate coordination of preservation work on Bridge #647 Barker Bridge with nearby resurfacing and traffic safety improvements. Minor Rehabilitation, including structural repairs to one or more deck or superstructure components.											
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	al
Design	OutYear					0.1000							0.1000
	Subtotal					0.1000							0.1000
	Total					0.1000							0.1000
Assets Within Proj	ect												
Asset Type	Asset ID	Asset Name				Facility Carried			Munic	cipality	Treatme	nt Type	SLR
Bridge	064701	Barker				RI 24 RAMP C			Portsmouth		Major Rehab		No

RIDOT Study a	RIDOT Study and Development Program												
STIP ID: 3236	PTS ID:	TBD	Project	Name: Brid	ge Group 24l	Albion	Bridges						
Municipality		Description										Responsible Agency	
Cumberland, Linco	mberland, Lincoln This project includes bridge preservation work and pavement resurfacing of Albion Road and Old River Road. It will be reviewed further under the RIDOT Study and Development Program before consideration for programming into a future STIP.										RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Design	esign SPR 0.0500										0.0500		
	Subtotal 0.0500										0.0500		
	Total				0.0500							0.0500	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	016301	Albion Trench	SCHOOL ST	Lincoln	Minor Rehab	No
Bridge	016401	Albion	SCHOOL ST	Cumberland	Minor Rehab	No
Bridge	016501	Sneech Brook	Albion Rd	Cumberland	Minor Rehab	No
Pavement	Pave_322	Albion Rd, RI-126 to S. Eagle Nest Dr.	Albion Rd.	Lincoln	Level and Overlay	No
Pavement	Pave_325	School St. (Main St. to Albion Rd.)	School Street	Lincoln	Level and Overlay	No

RIDOT Study and Development Program STIP ID: 3399 PTS ID: TBD Project Name: RI-138 Mooresfield Rd. C-3 (RI-108 Kingstown Rd. to Broad Rock Rd.)													
STIP ID: 3399	PTS ID:	: TBD	Project	Name: RI-13	8 Mooresfie	eld Rd. C-3	(RI-108 King	gstown Rd.	to Broad Ro	ock Rd.)			
Municipality		Description										Responsible Agency	
South Kingstown	This line item will review the possibility of creating a third phase to the resurfacing of RI-138 in South Kingstown. Phases 1 and 2 are covered by TIPIDs 1397 and 1399. The study section, from RI-108 Kingstown Rd. to Broad Rock Rd., would involve resurfacing of the roadway and improvements to drainage structures. This line item will study the possibility of realigning the intersection of Broad Rock and Stony Fort Rd. at RI-138 in order to make safety improvements.											RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Design SPR 0.0500										0.050			
Design												0.030	
Design	Subtota			0.0500								0.0500	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	028101	Mitchell Brook	RI-138 Mooresfield Road	South Kingstown	Preservation	No
Pavement	Pave_7047	RI-138, Mooresfield Rd (RI-108 to Broad Rock Rd.)	RI-138 Mooresfield Road	South Kingstown	Mill and Fill	No

RIDOT Study and Development Program													
STIP ID: 5060	PTS ID:	TBD	Project	Name: Jame	stown Brid	ge Bike/Pe	destrian Acc	cess					
Municipality		Description										Responsible	Agency
Jamestown	The limits under study were previously included in the Active Transportation Program and may be a component of a future Conanicut Island Greenway Trail.												
Phase	Funding	2022									Tot	al	
Design	SPR			0.1000									0.1000
	Subtotal			0.1000									0.1000
	Total									0.1000			
Assets Within Project													
Asset Type	Asset ID	Asset Name				Facility Carried Municipality Treatm					Treatme	nt Type	SLR
TAP	TAP22	Jamestown Br	estown Bridge Bike/Pedestrian Access				orth Road		Jamestown New Cons			tion	No

RIDOT Study a	RIDOT Study and Development Program												
STIP ID: 11101	PTS ID	: TBD	Project	Name: State	e Planning	and Resear	ch, Part 1 (S	SPR 1)					
Municipality		Description										Responsible Agency	
Admin / Statewide	dmin / Statewide This line item provides funding to support Part I of the State Planning & Research (SPR) program, a federally-required program. Activities eligible for SPR I support are identified in 23 USC 505.												
Phase	Funding	2022	2023	2031	Total								
Other	AugRed	1.6000										1.6000	
Other	OutYear					6.5000	6.5000	6.5000	6.5000	6.5000	6.5000	39.0000	
Other	RICAP Match	2.8300	2.3500	2.2650	2.3700							9.8150	
Other	SPR	4.0700	4.1500	4.2350	4.3200							16.7750	
	Subtotal	8.5000	6.5000	6.5000	6.6900	6.5000	6.5000	6.5000	6.5000	6.5000	6.5000	67.1900	
	Total	8.5000	6.5000	6.5000	6.6900	6.5000	6.5000	6.5000	6.5000	6.5000	6.5000	67.1900	

RIDOT Study a	RIDOT Study and Development Program													
STIP ID: 11102	PTS ID	: TBD	Project	Name: Stat	e Planning	and Resear	ch, Part II (S	SPR II)						
Municipality		Description										Responsible Agency		
Admin / Statewide	no less than 25% of its annual SPR Funds on research activities eligible under SPR II.													
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Other	OutYear					1.7500	1.7500	1.7500	1.7500	1.7500	1.7500	10.5000		
Other	RIDOT RIHMA	0.3940	0.3660	0.3390	0.3100							1.4090		
Other	her SPR 1.3560 1.3840 1.4110 1.4400									5.5910				
	Subtotal	1.7500	1.7500	1.7500	1.7500	1.7500	1.7500	1.7500	1.7500	1.7500	1.7500	17.5000		
Total 1.7500 1.7500 1.7500 1.7500 1.7500 1.7500 1.7500									1.7500	1.7500	1.7500	17.5000		

RIDOT Study a	RIDOT Study and Development Program												
STIP ID: 11103	PTS ID	: TBD	Project	Name: Stud	dy and Deve	lopment Pro	ogram						
Municipality		Description										Responsible Agency	
Admin / Statewide	dmin / Statewide This line item provides funding to support the investigation, planning, and development of transportation projects that may require special attention and coordination.											RIDOT	
Phase	Phase Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031											Total	
Design	OutYear					1.5000	1.5000	1.5000	1.5000	1.5000	1.5000	9.0000	
Design	esign RIDOT RIHMA 1.4000 1.4000 1.4000 1.4000										5.6000		
	Subtotal	1.4000	1.4000	1.4000	1.4000	1.5000	1.5000	1.5000	1.5000	1.5000	1.5000	14.6000	
	Total 1.4000 1.4000 1.4000 1.5000 1.5000 1.5000 1.5000 1.5000 1.5000 1.5000											14.6000	

RIDOT Study	RIDOT Study and Development Program												
STIP ID: 1211	5 PTS ID	: TBD	Project	Name: Nati	onal Electri	c Vehicle Fo	ormula Pro	gram					
Municipality		Description										Responsible Agency	
Admin / Statewid	dmin / Statewide This line item provides funding to support electric vehicle infrastructure expansion and improvements.											RIDOT	
Phase	Funding	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total	
Construction	EV	4.5700	4.5700	4.5700	4.5700							18.2800	
Construction	OutYear					5.7125						5.7125	
Construction	RICAP Match	1.1425	1.1425	1.1425	1.1425							4.5700	
	Subtotal	5.7125	5.7125	5.7125	5.7125	5.7125						28.5625	
	Total	5.7125	5.7125	5.7125	5.7125	5.7125						28.5625	

RIDOT Study a	RIDOT Study and Development Program													
STIP ID: 13001	PTS IE): TBD	Projec	t Name: Old	Sakonnet F	River Bridge	Demolition	and Secor	ndary Roads	s Park				
Municipality		Description										Responsible Agency		
This line item provides funding to support the planning and design of a project involving demolition of Old Sakonnet River Bridge substructu and drainage and landscape improvements on the Tiverton side of the old bridge and surrounding roads. Additional funding will be required construct this project.										RIDOT				
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Design	OutYear					1.0000	1.0000					2.0000		
	Subtotal					1.0000	1.0000					2.0000		
	Total					1.0000	1.0000					2.0000		

RIDOT Study a	RIDOT Study and Development Program												
STIP ID: 13002	PTS IC	: TBD	Project	Name: Sov	vams Road	Pedestrian	Enhanceme	ents (Count	y Rd to New	/ Meadow R	d)		
Municipality		Description										Responsible Agency	
Admin / Statewide This line item will support the study and analysis of potential pedestrian improvements along Sowams Road between Meadow Road.									Road between	County Road a	nd New	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Design	Design SPR 0.1000										0.1000		
	Subtotal 0.1000											0.1000	
	Total 0.1000											0.1000	

RIDOT Study a	RIDOT Study and Development Program												
STIP ID: 13003	PTS IE): TBD	Project	Name: Sca	lloptown Pa	ark Bike Pat	h Bridge						
Municipality		Description										Responsible Agency	
East Greenwich, V	This line item provides funding to support study and development of a bridge traversing the Maskerchugg River near Scalloptown Park to improve bicycle and pedestrian connectivity between East Greenwich and Warwick.											RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Design	Design SPR 0.1000									0.1000			
Subtotal 0.1000											0.1000		
	Total		0.1000									0.1000	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Pavement	Pave_44662	Old Forge Rd. S (East Greenwich T/L to Harbour Terrace)	Old Forge Road	Warwick	Reclamation	No
Pavement	Pave_44663	Old Forge Rd. S (US-1 to Warwick T/L)	Old Forge Road	East Greenwich	Level and Overlay	No
Pavement	Pave_44664	Old Forge Rd. N (Ives Bluff Ct. to East Greenwich T/L)	Old Forge Road	Warwick	Reclamation	No
Pavement	Pave_44665	Old Forge Rd. N (Warwick T/L to US-1)	Old Forge Road	East Greenwich	Level and Overlay	No
Pavement	Pave_44666	US-1N to Warwick T/L	US-1 N	East Greenwich	Level and Overlay	No
Pavement	Pave_44667	East Greenwich T/L to Old Forge Rd Turn	US-1 N	Warwick	Level and Overlay	No
Pavement	Pave_44668	Warwick T/L to US-1N Turn	US-1 N	East Greenwich	Level and Overlay	No
Pavement	Pave_44669	Old Forge Rd. N to East Greenwich T/L	Old Forge Road	Warwick	Level and Overlay	No
Bridge	TAP13003	Maskerchugg Bridge	Scalloptown Park Bike Path	East Greenwich	Study	Yes

RIDOT Traffic	Safety Program											
STIP ID: 1435	PTS ID:	0011U	Project	t Name: Ex	it Renumbe	ring - Limite	ed Access F	acilities				
Municipality		Description										Responsible Agency
Admin / Statewide	Exit Renumbering – Limited Access Facilities is for design and construction of the effort to revise all state highways from sequential exit numbering to mileage based exit numbers in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), and the "Interchange Exit Renumbering Implementation Plan" approved by FHWA									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	RIDOT RIHMA	0.4000	0.0500									0.4500
Other	STBG	1.6000	0.2000									1.8000
	Subtotal	2.0000	0.2500									2.2500
	Total	2.0000	0.2500									2.2500

RIDOT Traffic	Safety Program											
STIP ID: 5219	PTS ID:	0102R	Project	Name: Ro	undabout a	t Intersection	on of RI-138	and RI-112				
Municipality		Description										Responsible Agency
Richmond		Install new roui Rd.	ndabout to alle	viate congestion	on and safety h	hazards at the i	ntersection of	RI-138 Kingstov	พท Road and R	I-112 Richmond	t Townhouse	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RICAP Match	0.0700										0.0700
Design	STBG	0.2800										0.2800
	Subtotal	0.3500										0.3500
Construction	RICAP Match	0.5300	0.1000									0.6300
Construction	STBG	2.1200	0.4000									2.5200
	Subtotal	2.6500	0.5000									3.1500
Other	RICAP Match			0.0300								0.0300
Other	STBG			0.1200								0.1200
	Subtotal	0.1500								0.1500		
	Total	0.1500								3.6500		
Assets Within Proj	ect											

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR	
Safety	HSIP_5219	RI-138 and RI-112 Roundabout	RI-138, RI-112	Richmond	Construction	No	

RIDOT Traffic	RIDOT Traffic Safety Program												
STIP ID: 5321	PTS ID:	TBD	Project N	lame: RISP	Weight Enf	orcement							
Municipality		Description										Responsible Agency	
Admin / Statewide		Supports the R	hode Island Sta	ate Police (RISP) in their enford	cement of com	mercial motor	vehicle weight	restrictions, su	pported by sta	te funds.	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Other	OutYear					0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	3.7200	
Other	RIDOT RIHMA	0.3800	0.8300	0.6100	0.6200							2.4400	
	Subtotal	0.3800	0.8300	0.6100	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	6.1600	
	Total	0.3800	0.8300	0.6100	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	0.6200	6.1600	

RIDOT Traffic	Safety Program											
STIP ID: 5322	PTS ID:	0025D	Project	Name: HSI	P On-Call C	onsultant						
Municipality		Description										Responsible Agency
Admin / Statewide	dmin / Statewide This line item includes the preparation of the conceptual design for locations in need of safety improvements and performing initial network screening.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	HSIP	0.5000	0.5100	0.5100	0.5200							2.0400
Other	OutYear					0.5200	0.5200	0.5200	0.5200	0.5200	0.5200	3.1200
	Subtotal	0.5000	0.5100	0.5100	0.5200	0.5200	0.5200	0.5200	0.5200	0.5200	0.5200	5.1600
	Total	0.5000	0.5100	0.5100	0.5200	0.5200	0.5200	0.5200	0.5200	0.5200	0.5200	5.1600

RIDOT Traffic	Safety Program											
STIP ID: 5323	PTS ID:	0029C	Project	Name: STC	C On-Call Co	onsultant						
Municipality		Description										Responsible Agency
Admin / Statewide	2	This line item i	ncludes admini	strative suppor	t to the State T	raffic Commiss	ion.					RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear					0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	2.4600
Other	RIDOT RIHMA	0.0800	0.0800	0.0900	0.0900							0.3400
Other	STBG	0.3200	0.3200	0.3200	0.3200							1.2800
	Subtotal	0.4000	0.4000	0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	4.0800
	Total	0.4000	0.4000	0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	4.0800

RIDOT Traffic	RIDOT Traffic Safety Program												
STIP ID: 5324	PTS ID:	0173Q	Project	Name: SH	SP On-Call	Consultant							
Municipality		Description										Responsible Agency	
Admin / Statewide	•	This line item i	ncludes develo	oing engineerir	ng and behavio	ral strategies fo	or reducing fata	al and serious i	njury crashes.			RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Other	HSIP	0.4000	0.4000	0.4100	0.4100							1.6200	
Other	OutYear					0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	2.4600	
	Subtotal	0.4000	0.4000	0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	4.0800	
	Total	0.4000	0.4000	0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	0.4100	4.0800	

RIDOT Traffic	Safety Program											
STIP ID: 5325	PTS ID:	TBD	Project N	lame: Traffi	c On-Call C	onsultant						
Municipality		Description										Responsible Agency
Admin / Statewide	2	This project sup	ports RIDOT e	ngineering staf	f in developing	projects in the	RIDOT Ten-Ye	ar Plan through	n the use of on-	-call traffic des	ign contracts.	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	HSIP	1.0000	1.0100	1.0200	1.0300							4.0600
Other	OutYear					1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	6.1800
	Subtotal	1.0000	1.0100	1.0200	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	10.2400
	Total	1.0000	1.0100	1.0200	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	1.0300	10.2400

RIDOT Traffic	Safety Program	l e										
STIP ID: 5350	PTS ID:	TBD	Project N	lame: Imme	diate Need	s - Safety Is	sues					
Municipality		Description										Responsible Agency
Admin / Statewid	e	This line item p Sign Structure					an as-needed k	oasis. This proj	ect now includ	es Route 146 G	Guide Sign and	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	AugRed	1.8700										1.8700
Other	HSIP	0.8800	0.8800	0.8800	1.4200							4.0600
Other	OutYear					0.8400	0.8800	0.8800	0.8800	0.8800	0.8800	5.2400
Other	RICAP Match	0.4700										0.4700
Other	RIDOT RIHMA	0.4400										0.4400
Other	STBG	2.7600	0.2000									2.9600
	Subtotal	6.4200	1.0800	0.8800	1.4200	0.8400	0.8800	0.8800	0.8800	0.8800	0.8800	15.0400
	Total	6.4200	1.0800	0.8800	1.4200	0.8400	0.8800	0.8800	0.8800	0.8800	0.8800	15.0400

RIDOT Traffic	Safety Program											
STIP ID: 5375	PTS ID:	2604P	Project	t Name: 202	2 Intersect	ion & Cross	walks: Eas	t/South				
Municipality		Description										Responsible Agency
Barrington, Linco North Kingstown,			includes crossw the East and So	•		strian crossing	devices, left tu	ırn lanes, and c	other work to i	mprove interse	ctions and	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	HSIP	0.4500										0.4500
Design	RICAP Match	0.0500										0.0500
	Subtotal	0.5000										0.5000
Construction	HSIP	2.6550										2.6550
Construction	RICAP Match	0.2950										0.2950
	Subtotal	2.9500										2.9500
Other	HSIP		0.0900	0.0900								0.1800
Other	RICAP Match		0.0100	0.0100								0.0200
	Subtotal		0.1000	0.1000								0.2000
	Total	3.4500	0.1000	0.1000								3.6500

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_038	Route 1A at Dunes Club	RI-1A	Narragansett	Modify geometry	No
Safety	HSIP_040	Middle Hwy at Lincoln Ave	Middle Highway	Barrington	Install left turn lane	No
Safety	HSIP_046	Greenwich Avenue at King Street	Greenwich Avenue	Warwick	Install crosswalk and ADA ramps	No
Safety	HSIP_2224	Bald Hill Road at Quaker Lane	RI-2	Warwick	Upgrade Signal System	No

RIDOT Traffic	Safety Program											
STIP ID: 5376	PTS ID:	2604Q	Projec	t Name: 202	2 Intersect	ion & Cross	walks: Nor	th/Central				
Municipality		Description										Responsible Agency
Burrillville, Lincol Providence, Warv	n, North Smithfield, vick			alks, wheelcha Central regions		strian crossing	devices, left tu	ırn lanes, and c	ther work to ir	nprove interse	ctions and	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	HSIP	2.1800	2.1800								2.1800	
Construction	RICAP Match	0.5200										0.5200
Construction	STBG	2.5000										2.5000
	Subtotal	5.2000										5.2000
Other	HSIP		0.0500	0.0500								0.1000
Other	RICAP Match		0.0130	0.0130								0.0260
Other	STBG		0.0670	0.0670								0.1340
	Subtotal		0.1300	0.1300								0.2600
	Total	5.2000	0.1300	0.1300								5.4600

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_041	Route 123 at Limerock Road	RI-123	Lincoln	Install signal system	No
Safety	HSIP_043	Elmwood avenue btw Route 2 and I-95	Westminster Street	Providence	Install crosswalk and ADA ramps	No
Safety	HSIP_047	Westminster Street at Knight Street	Westminster Street	Providence	Install crosswalk and ADA ramps	No
Safety	HSIP_0481	Route 146 North Ramps at Route 123	RI-123	Lincoln	Install signal system	No
Safety	HSIP_0491	Route 146 South Ramps to Route 123	RI-123	Lincoln	Install signal system	No
Safety	HSIP_0501	Route 123 at Route 246	RI-123	Lincoln	Install pedestrian equipment	No
Safety	HSIP_051	Route 102 at Central St.	RI-102	Burrillville	Upgrade signal system	No
Safety	HSIP_052	Route 102 at East Avenue	RI-102	Burrillville	Upgrade signal system	No
Safety	HSIP_053	Route 102 at Broncos Crossing	RI-102	Burrillville	Install signal system	No
Safety	HSIP_054	Route 102 at Middle School	RI-102	Burrillville	Upgrade signal system	No
Safety	HSIP_2221	Route 146A at Route 146 Off-Ramp	RI-146A	North Smithfield	New Construction	No
Safety	HSIP_2222	Elmwood at Thackery	US-1	Providence	Install RRFB	No
Safety	HSIP_2223	I-195 West Off-Ramp to Eddy Street	I-195	Providence	Upgrade signal system	No

RIDOT Traffic	Safety Program											
STIP ID: 5377	PTS ID:	2605Y	Project	: Name: 202	3 Intersecti	on & Cross	walks					
Municipality		Description										Responsible Agency
East Greenwich, I Johnston, North K Providence, Smith	lingstown,	This line item i crosswalks stat		alks, wheelcha	ir ramps, pede	strian crossing	devices, left tu	urn lanes, and o	other work to i	mprove interse	ctions and	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	HSIP	0.3800										0.380
Design	RICAP Match	0.0700	0.0700									0.070
Design	STBG	0.2500										0.2500
	Subtotal	0.7000										0.700
Construction	HSIP		3.8000									3.8000
Construction	RICAP Match		0.2000									0.2000
	Subtotal		4.0000									4.000
Other	HSIP			0.7255	0.0945							0.8200
Other	RICAP Match			0.0175	0.0175							0.0350
Other	STBG			0.0630	0.0630							0.1260
	Subtotal			0.8060	0.1750							0.9810
	Total	0.7000	4.0000	0.8060	0.1750							5.6810

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_317	West Shore Road at Warwick Avenue	West Shore Road at Warwick Avenue	Warwick	Upgrade signal system	No
Safety	HSIP_318	Route 1 (Post Road) at Norwood Ave	Route 1 (Post Road) at Norwood Ave	Warwick	Install signal system	No
Safety	HSIP_341	Greenville Avenue at Route 5	Greenville Avenue at Route 5	Johnston	Install signal system	No
Safety	HSIP_342	Allens Avenue at Globe Street	Allens Avenue at Globe Street	Providence	Replace signal	No
Safety	HSIP_343	Waterman Avenue at Warren Avenue	Waterman Avenue at Warren Avenue	East Providence	Replace signal system	No
Safety	HSIP_344	Route 401 at Route 1	Route 401 at Route 1	East Greenwich	Upgrade signal system	No

RIDOT Traffi	c Safety Program	า										
STIP ID: 5378			Project N	Name: 2024	Intersection	n & Crosswa	alks					
Municipality		Description										Responsible Agency
North Kingstow Smithfield, Warv		This line item i	includes crossw tewide.	alks, wheelcha	ir ramps, pede	strian crossing	devices, left tu	ırn lanes, and c	ther work to i	mprove interse	ctions and	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	HSIP		0.1500									0.1500
Design	RICAP Match		0.0300									0.0300
Design	STBG		0.1200									0.1200
	Subtota	l	0.3000									0.3000
Construction	HSIP			2.2000								2.2000
Construction	RICAP Match			0.4500								0.4500
Construction	STBG			1.8500								1.8500
	Subtota	l		4.5000								4.5000
Other	HSIP				0.1000							0.1000
Other	OutYear					0.2000						0.2000
Other	RICAP Match				0.0200							0.0200
Other	STBG				0.0800							0.0800
	Subtota	ĺ			0.2000	0.2000						0.4000
	Tota	ı	0.3000	4.5000	0.2000	0.2000						5.2000

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_079	Warwick Ave between Post Rd and West Shore Rd	RI-117	Warwick	Upgrade signal systems	No
Safety	HSIP_101	Downtown Wickford (W Main Street/Brown Street/Phillip Street)	RI-1A	North Kingstown	Modify Geometry	Yes
Safety	HSIP_2245	Tower Hill Road at Route 102	US-1	North Kingstown	Modify Geometry	No
Safety	HSIP_2246	Smith Street at Whitford Avenue	US-44	Providence	Modify Geometry	No

RIDOT Traffic	Safety Program)										
STIP ID: 5379	PTS ID:	: TBD	Project	Name: 2025	Intersection	n & Crossw	alks					
Municipality		Description										Responsible Agency
Burrillville, Hopki Warwick	nton, Lincoln,	This line item crosswalks sta		walks, wheelcha	ir ramps, pedes	strian crossing	devices, left tu	rn lanes, and c	ther work to ir	mprove interse	ctions and	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	HSIP			0.3200								0.3200
Design	RICAP Match			0.0800								0.0800
Design	STBG			0.4000								0.4000
	Subtotal			0.8000								0.8000
Construction	AugRed				1.7500							1.7500
Construction	HSIP				2.0000							2.0000
Construction	RICAP Match				0.9250							0.9250
Construction	STBG				4.5660							4.5660
	Subtotal				9.2410							9.2410
Other	ther OutYear					0.2310	0.2310					0.4620
	Subtotal				0.2310	0.2310					0.4620	
	Total			0.8000	9.2410	0.2310	0.2310					10.5030

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_056	Wallum Lake Road at E. Wallum Lake Road	Walum Lake Road	Burrillville	Modify geometry	No
Safety	HSIP_099	Post Road between Elmwood Avenue and Warwick Avenue	RI-1A	Warwick	Install guardrail	No
Safety	HSIP_209	Main Street /Maxson Hill Rd/Cemetary Road	Main Street	Hopkinton	Modify geometry	No
Safety	HSIP_210	Route 116 at Albion Road	RI-116	Lincoln	Install pedestrian equipment	No

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RIDOT Traffic	Safety Program											
STIP ID: 5380	PTS ID:	TBD	Project	Name: 2026	Intersection	& Crosswa	alks					
Municipality		Description										Responsible Agency
Admin / Statewid	e	Intersection a	nd crosswalk in	mprovements fo	or the 2026 Fisca	al Year. Work	ocations TBD.					RIDOT
Phase	Funding	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total
Design	HSIP		0.6750									0.6750
Design	RICAP Match				0.0750							0.0750
	Subtotal				0.7500							0.7500
Construction	OutYear					7.3000						7.3000
	Subtotal					7.3000						7.3000
Other	OutYear		0.1825	0.1825				0.3650				
	Subtotal						0.1825	0.1825				0.3650
	Total				0.7500	7.3000	0.1825	0.1825				8.4150

RIDOT Traffic	Safety Program											
STIP ID: 5381	PTS ID:	TBD	Project	Name: 2027	'Intersectio	n & Crosswa	alks					
Municipality		Description										Responsible Agency
Admin / Statewid	e					lchair ramps, pe tified through t			•		to improve	RIDOT
Phase	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 203									2031	Total	
Design	OutYear					0.7500						0.7500
	Subtotal					0.7500						0.7500
Construction	OutYear						7.5000					7.5000
	Subtotal						7.5000					7.5000
Other	OutYear							0.1875	0.1875			0.3750
	Subtotal							0.1875	0.1875			0.3750
	Total					0.7500	7.5000	0.1875	0.1875			8.6250

RIDOT Traffic	Safety Program											
STIP ID: 5382	PTS ID:	TBD	Project	Name: 2028	Intersection	n & Crossw	alks					
Municipality		Description										Responsible Agency
Admin / Statewide This line item includes enhancements to crosswalks, wheelchair ramps, pedestrian crossing devintersections around the state. Work locations will be identified through the Strategic Highway											o improve	RIDOT
Phase	Funding	2022	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									Total
Design	OutYear						0.7000					0.7000
	Subtotal						0.7000					0.7000
Construction	OutYear							8.0000				8.0000
	Subtotal							8.0000				8.0000
Other	OutYear								0.2000	0.2000		0.4000
	Subtotal								0.2000	0.2000		0.4000
	Total						0.7000	8.0000	0.2000	0.2000		9.1000

RIDOT Traffic	Safety Program												
STIP ID: 5383	PTS ID:	TBD	Project I	Name: 2029	Intersection	n & Crossv	valks						
Municipality		Description										Responsible	Agency
South Kingstown					•		pedestrian crossing the Strategic Hig		•		o improve	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tota	al
Design	OutYear							0.7500					0.7500
	Subtotal							0.7500					0.7500
Construction	OutYear								8.0000				8.0000
	Subtotal								8.0000				8.0000
Other	OutYear									0.2000	0.2000		0.4000
	Subtotal									0.2000	0.2000		0.4000
	Total	Total						0.7500	8.0000	0.2000	0.2000		9.1500
Assets Within Proj	ject												
Asset Type	Asset ID		Asset	Name		Facility Carried Municipality Treatm				Treatmer	nt Type	SLR	
Safety	HSIP_037	Route 138 at E	ite 138 at Broad Rock Road				RI-138 South Kingstown Install signal				Install signal sy	ystem	No

RIDOT Traffic	Safety Program	1										
STIP ID: 5384	PTS ID:	: TBD	Project	Name: 2030	Intersection	n & Crossw	alks					
Municipality		Description										Responsible Agency
Admin / Statewide	2								t turn lanes, and Planning process		o improve	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear								0.7500			0.7500
	Subtotal	l							0.7500			0.7500
Construction	OutYear									8.0000		8.0000
	Subtotal	l								8.0000		8.0000
Other	OutYear										0.2000	0.2000
	Subtotal										0.2000	0.2000
	Total								0.7500	8.0000	0.2000	8.9500

RIDOT Traffic	Safety Program	l e										
STIP ID: 5385	PTS ID:	TBD	Project	Name: 2031	Intersection	n & Crossw	alks					
Municipality		Description										Responsible Agency
Admin / Statewide	/ Statewide This line item includes enhancements to crosswalks, wheelchair ramps, pedestrian crossing devices, left turn lanes, and other work to improve intersections around the state. Work locations will be identified through the Strategic Highway Safety Planning process.										RIDOT	
Phase	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total	
Design	OutYear									0.7500		0.7500
	Subtotal									0.7500		0.7500
Construction	construction OutYear 8.0000								8.0000			
	Subtotal										8.0000	8.0000
	Total 0.7500 8.0000									8.7500		

RIDOT Traffic	Safety Program	l e										
STIP ID: 5391	PTS ID:	2605W	Proje	ct Name: Pa	awtucket Bri	idge Lightin	ng and Bridg	ge Strike De	tection Sys	tems		
Municipality		Description										Responsible Agency
East Greenwich, South Kingstown,	Pawtucket, Scituate, West Warwick		•	_	hting systems o . These project			•	-	vehicle detect	ion systems	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	AugRed	0.4000										0.4000
Design	RICAP Match	0.1000										0.1000
	Subtotal	0.5000										0.5000
Construction	AugRed	3.9700										3.9700
Construction	RICAP Match	0.7940										0.7940
	Subtotal	4.7640										4.7640
Other	AugRed	0.2000										0.2000
Other	RICAP Match	0.0500										0.0500
	Subtotal	0.2500										0.2500
	Total	5.5140										5.5140

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
ITS	BSDS163972	Pawtucket Bridge Lighting and Bridge Strike Detection System	I-95 NB	West Warwick		No
ITS	BSDS163973	Pawtucket Bridge Lighting and Bridge Strike Detection System	I-95 SB	East Greenwich		No
Safety	HSIP_2605Z1	Pawtucket Bridge Lighting Upgrades	I-95	Pawtucket	Upgrade lighting	No

RIDOT Traffic	Safety Program	l de la company										
STIP ID: 5392	PTS ID:	TBD	Project	Name: 2024	Safety Cor	ridor						
Municipality		Description										Responsible Agency
Burrillville, Gloce	ster	This line item	will install guar	drail and create	a median buf	fer along Route	98 between R	Route 100 and t	the Massachuse	etts State Line i	in Burrilville.	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	AugRed			1.4130								1.4130
Construction	onstruction RICAP Match											0.1570
	Subtotal			1.5700								1.5700
	Total	1.5700								1.5700		

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_080_1	RI-98 btw. RI-100 and Burrillville T/L	RI-98	Glocester	Install guardrail	No
Safety	HSIP_080_2	RI-98 btw. Glocester T/L and MA S/L	RI-98	Burrillville	Install guardrail	No

RIDOT Traffic	Safety Program											
STIP ID: 5393	PTS ID:	TBD	Project	Name: 2025	Safety Corr	idor						
Municipality		Description										Responsible Agency
Foster, Richmond	ster, Richmond, South Kingstown Work for this project entails the installation of median buffers and guardrails along Route 138 between Route 112 and Route 2 and Moosup Valley Rd between Cucumber Hill and RI-14 Plainfield Pike.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	AugRed				1.4310							1.4310
Construction	RICAP Match				0.1590							0.1590
	Subtotal				1.5900							1.5900
Total 1.5900											1.5900	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_103_1	RI-138 btw. Richmond T/L and RI-2	Route 138	South Kingstown	Install guardrail	No
Safety	HSIP_103_2	RI-138 btw. RI-112 and South Kingstown T/L	Route 138	Richmond	Install guardrail	No
Safety	HSIP_106	Moosup Valley Road	Moosup Valley Road	Foster	Install guardrail	No

RIDOT Traffic	Safety Program	ı										
STIP ID: 5394	PTS ID:	: TBD	Project	Name: 2026	Safety Cor	ridor						
Municipality		Description										Responsible Agency
Admin / Statewide	е	This line item p		ng to enhance	safety corridors	around the sta	te. Work locat	ions will be ide	ntified through	n the Strategic	Highway	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear					1.6100						1.6100
	Subtota	l				1.6100						1.6100
	Total					1.6100						1.6100

RIDOT Traffic	Safety Program	1										
STIP ID: 5395	PTS ID:	: TBD	Project	Name: 2027	Safety Cori	ridor						
Municipality		Description										Responsible Agency
Admin / Statewide	e	This line item p		ng to enhance	safety corridors	around the sta	ate. Work locati	ions will be ide	ntified through	n the Strategic	Highway	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear						1.6400					1.6400
	Subtotal	l					1.6400					1.6400
	Total						1.6400					1.6400

RIDOT Traffic	Safety Program	ı										
STIP ID: 5396	PTS ID:	: TBD	Project	Name: 2028	Safety Cor	ridor						
Municipality		Description										Responsible Agency
Admin / Statewide	e	This line item p		ng to enhance	safety corridors	around the sta	ate. Work locat	ions will be ide	ntified through	n the Strategic	Highway	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear							1.6700				1.6700
	Subtotal	l						1.6700				1.6700
	Total							1.6700				1.6700

RIDOT Traffic	Safety Program	1										
STIP ID: 5397	PTS ID:	: TBD	Project	Name: 2029	Safety Cori	ridor						
Municipality		Description										Responsible Agency
Admin / Statewide	e	This line item p		ng to enhance	safety corridors	around the sta	ate. Work locat	ions will be ide	ntified through	the Strategic	Highway	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear								1.7000			1.7000
	Subtotal	l							1.7000			1.7000
	Total								1.7000			1.7000

RIDOT Traffic	Safety Program	1										
STIP ID: 5398	PTS ID:	: TBD	Project	Name: 2030	Safety Cor	ridor						
Municipality		Description										Responsible Agency
Admin / Statewide	2	This line item p		ng to enhance	safety corridors	around the st	ate. Work locat	ions will be ide	entified through	the Strategic F	Highway	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear									1.7300		1.7300
	Subtotal	l								1.7300		1.7300
	Total	ı								1.7300		1.7300

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RIDOT Traffic	Safety Program	1										
STIP ID: 5399	PTS ID:	: TBD	Project	Name: 2031	Safety Cor	ridor						
Municipality		Description										Responsible Agency
Admin / Statewide	2	This line item p		ng to enhance	safety corridors	around the st	ate. Work locat	ions will be ide	entified through	n the Strategic I	Highway	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear										1.7500	1.7500
	Subtotal	l									1.7500	1.7500
	Total	ı									1.7500	1.7500

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RIDOT Traffic	Safety Program											
STIP ID: 5400	PTS ID:	TBD	Project	Name: 2022	MPA/Maint	enance						
Municipality		Description										Responsible Agency
Admin / Statewide		This line item p this line item m		•				•	•		rk funded by	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	HSIP	2.2250										2.2250
	Subtotal	2.2250										2.2250
	Total	2.2250										2.2250

RIDOT Traffic	Safety Program												
STIP ID: 5401	PTS ID:	TBD	Project N	lame: 2023	MPA/Mainte	enance							
Municipality		Description										Responsible	Agency
Hopkinton	ton This line item provides funding to support maintenance activities undertaken to ensure reliability of critical this line item may include, but is not limited to, sign upgrades, guardrail maintenance, and installation of provides the support maintenance activities undertaken to ensure reliability of critical this line item may include, but is not limited to, sign upgrades, guardrail maintenance, and installation of provides the support maintenance activities undertaken to ensure reliability of critical this line item may include, but is not limited to, sign upgrades, guardrail maintenance, and installation of provides the support maintenance activities undertaken to ensure reliability of critical this line item may include, but is not limited to, sign upgrades, guardrail maintenance, and installation of provides the support maintenance activities undertaken to ensure reliability of critical this line item may include, but is not limited to, sign upgrades, guardrail maintenance, and installation of provides the support maintenance activities undertaken to ensure the support maintenance activities and the support maintenance activities and the support maintenance activities activities and the support maintenance activities and the support maintenance activities										ork funded by	TBD	
Phase	Funding	2022	2023	2024	2025	2027	2028	2029	2030	2031	Tota	al	
Other	HSIP		3.1500										3.1500
	Subtotal		3.1500										3.1500
	Total 3.1500												3.1500
Assets Within Proj	ect												
Asset Type	Asset ID	Asset Name					Facility Carried		Munic	ipality	Treatme	nt Type	SLR
Safety	HSIP_060	I-95 between (CT State Line & I	Route 4		I-95			Hopkinton		Install guardra	ail	No

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RIDOT Traffic	Safety Program	1										
STIP ID: 5402	PTS ID:	: TBD	Project	Name: 2024	MPA/Maint	enance						
Municipality		Description										Responsible Agency
Admin / Statewide				ng to support m ut is not limited				•	•		rk funded by	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	HSIP			2.1310								2.1310
	Subtotal	l		2.1310								2.1310
	Total			2.1310								2.1310

RIDOT Traffic	Safety Program	1										
STIP ID: 5403	PTS ID:	TBD	Project	Name: 2025	MPA/Mainte	nance						
Municipality		Description										Responsible Agency
Admin / Statewide	2				naintenance acti I to, sign upgrad						rk funded by	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	HSIP				4.0000							4.0000
	Subtotal				4.0000							4.0000
	Total				4.0000							4.0000

RIDOT Traffic	Safety Program	1										
STIP ID: 5404	PTS ID:	TBD	Project	Name: 2026	MPA/Mainte	enance						
Municipality		Description										Responsible Agency
Admin / Statewide	2					tivities undertak des, guardrail m					rk funded by	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear					3.0000						3.0000
	Subtotal					3.0000						3.0000
	Total					3.0000						3.0000

RIDOT Traffic	Safety Program	1										
STIP ID: 5405	PTS ID:	: TBD	Project	Name: 2027	MPA/Maint	enance						
Municipality		Description										Responsible Agency
Admin / Statewide	2						ken to ensure r naintenance, ar				rk funded by	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear						3.5000					3.5000
	Subtotal	l					3.5000					3.5000
	Total						3.5000					3.5000

RIDOT Traffic	Safety Program	1										
STIP ID: 5406	PTS ID:	: TBD	Project	Name: 2028	MPA/Maint	enance						
Municipality		Description										Responsible Agency
Admin / Statewide	2							reliability of crit nd installation c			ork funded by	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear							3.5000				3.5000
	Subtotal	l						3.5000				3.5000
	Total							3.5000				3.5000

RIDOT Traffic	Safety Program											
STIP ID: 5407	PTS ID:	TBD	Project	Name: 2029	MPA/Maint	enance						
Municipality		Description										Responsible Agency
Admin / Statewide	2			•				•	tical safety infra of pedestrian cr		rk funded by	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear								3.5000			3.5000
	Subtotal								3.5000			3.5000
	Total								3.5000			3.5000

RIDOT Traffic	Safety Program	1										
STIP ID: 5408	PTS ID:	: TBD	Project	Name: 2030	MPA/Maint	enance						
Municipality		Description										Responsible Agency
Admin / Statewide	2		•		naintenance act			•	•		•	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear									3.5000		3.5000
	Subtotal	l								3.5000		3.5000
	Total									3.5000		3.5000

RIDOT Traffic	Safety Program	1										
STIP ID: 5409	PTS ID:	: TBD	Project	Name: 2031	MPA/Maint	enance						
Municipality		Description										Responsible Agency
Admin / Statewide	2		•		naintenance act			•	,		•	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear										3.5000	3.5000
	Subtotal	l									3.5000	3.5000
	Total										3.5000	3.5000

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RIDOT Traffic	Safety Program											
STIP ID: 5411	PTS ID:	TBD	Project N	Name: 2024	Roadway D	eparture						
Municipality		Description										Responsible Agency
Westerly		This line item roadway depa	includes installa rture.	ntion of median	guardrail, regi	rading to preve	nt median rela	ted roll-overs	and median cro	oss-over crashe	s related to	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	HSIP		0.5000							0.5000		
	Subtotal		0.5000									0.5000
Construction	HSIP			2.5000								2.5000
	Subtotal			2.5000								2.5000
Other	HSIP				0.0625							0.0625
Other OutYear 0.0625							0.0625					
	Subtotal				0.0625	0.0625						0.1250
	Total		0.5000	2.5000	0.0625	0.0625						3.1250

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_093	Route 78 On-Ramps	RI-78	Westerly	Install median barrier	No

RIDOT Traffic	Safety Program	1										
STIP ID: 5412	PTS ID:	TBD	Project	Name: 2026	Roadway D	eparture						
Municipality		Description										Responsible Agency
Admin / Statewid	Imin / Statewide This line item includes installation of median guardrail, regrading to prevent median related roll-overs and median cross-over crashes related to roadway departure. Work locations will be identified through the Strategic Highway Safety Planning Process.								RIDOT			
Phase	Funding	2022										Total
Design	HSIP		0.7500									0.7500
	Subtotal				0.7500							0.7500
Construction	OutYear					8.0000						8.0000
	Subtotal					8.0000						8.0000
Other	OutYear						0.2000	0.2000				0.4000
	Subtotal						0.2000	0.2000				0.4000
	Total				0.7500	8.0000	0.2000	0.2000				9.1500

RIDOT Traffic	Safety Program											
STIP ID: 5413	PTS ID:	TBD	Project	Name: 2027	Roadway D	Departure						
Municipality		Description										Responsible Agency
Admin / Statewid	This line item includes installation of median guardrail, regrading to prevent median related roll-overs and median cross-over crashes related to roadway departure. Work locations will be identified through the Strategic Highway Safety Planning Process.								RIDOT			
Phase	Funding	2022										Total
Design	OutYear 0.5000									0.5000		
	Subtotal					0.5000						0.5000
Construction	OutYear						8.0000					8.0000
	Subtotal						8.0000					8.0000
Other	OutYear							0.2000	0.2000			0.4000
	Subtotal							0.2000	0.2000			0.4000
	Total					0.5000	8.0000	0.2000	0.2000			8.9000

RIDOT Traffic	Safety Program											
STIP ID: 5414	PTS ID:	TBD	Project	Name: 2028	Roadway D	Departure						
Municipality		Description										Responsible Agency
Admin / Statewid	dmin / Statewide This line item includes installation of median guardrail, regrading to prevent median related roll-overs and median cross-over crashes related to roadway departure. Work locations will be identified through the Strategic Highway Safety Planning Process.								RIDOT			
Phase	Funding	2022									2031	Total
Design	OutYear	0.5000								0.5000		
	Subtotal						0.5000					0.5000
Construction	OutYear							8.0000				8.0000
	Subtotal							8.0000				8.0000
Other	OutYear								0.2000	0.2000		0.4000
	Subtotal								0.2000	0.2000		0.4000
	Total						0.5000	8.0000	0.2000	0.2000		8.9000

RIDOT Traffic	Safety Program	1										
STIP ID: 5415	PTS ID:	TBD	Project	Name: 2029	Roadway D	Departure						
Municipality		Description										Responsible Agency
Admin / Statewid	This line item includes installation of median guardrail, regrading to prevent median related roll-overs and median cross-over crashes related to roadway departure. Work locations will be identified through the Strategic Highway Safety Planning Process.							RIDOT				
Phase	Funding	2022	2023	2024	2025	2026	2027	Total				
Design	OutYear	0.5000							0.5000			
	Subtotal							0.5000				0.5000
Construction	OutYear								8.0000			8.0000
	Subtotal								8.0000			8.0000
Other	ther OutYear 0.2000 0.2000							0.4000				
	Subtotal									0.2000	0.2000	0.4000
	Total							0.5000	8.0000	0.2000	0.2000	8.9000

RIDOT Traffic	Safety Program)										
STIP ID: 5416	PTS ID:	TBD	Project	Name: 2030	Roadway D	Departure						
Municipality		Description										Responsible Agency
Admin / Statewide	roadway departure. Work locations will be identified through the Strategic Highway Safety Planning Process.							RIDOT				
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear								0.5000			0.5000
	Subtotal								0.5000			0.5000
Construction	OutYear									9.0000		9.0000
	Subtotal									9.0000		9.0000
Other	OutYear										0.2250	0.2250
	Subtotal										0.2250	0.2250
	Total								0.5000	9.0000	0.2250	9.7250

RIDOT Traffic	Safety Program	l de la company										
STIP ID: 5417	PTS ID:	TBD	Project	Name: 2031	Roadway D	eparture						
Municipality		Description										Responsible Agency
Admin / Statewid	in / Statewide This line item includes installation of median guardrail, regrading to prevent median related roll-overs and median cross-over crashes related to roadway departure. Work locations will be identified through the Strategic Highway Safety Planning Process.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	OutYear									0.5000		0.5000
	Subtotal									0.5000		0.5000
Construction	struction OutYear 9.5000						9.5000					
	Subtotal										9.5000	9.5000
	Total									0.5000	9.5000	10.0000

RIDOT Traffic	Safety Program	1										
STIP ID: 5418	PTS ID:	2605Z	Project	Name: 202	4 Roadway	Departure						
Municipality		Description										Responsible Agency
East Greenwich, H Warwick, West Gr Warwick		This line item i		ation of median	guardrail, regr	ading to preve	ent median rela	ated roll-overs	and median cro	oss-over crashe	s related to	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design HSIP 0.6000										0.600		
	Subtotal	0.6000										0.600
Construction	AugRed		2.0000									2.000
Construction	NHFP			2.7000								2.700
Construction	RICAP Match		0.9100	0.3000								1.210
Construction	STBG		6.1900									6.190
	Subtotal		9.1000	3.0000								12.1000
Other	HSIP				0.2700							0.2700
Other	RICAP Match		0.0300							0.0300		
	Subtotal				0.3000							0.3000
	Total	0.6000	9.1000	3.0000	0.3000							13.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_300	I-95 btw. Route 4 and 3000' north of Route 4	I-95 btw. Route 4 and 3000' north of Route 4	Warwick	Widen roadway to extend auxiliary lane	No
Safety	HSIP_309	I-95 btw. Exit 6 and East Greenwich T/L	I-95 btw. Exit 6 and East Greenwich T/L	West Greenwich	Upgrade guardrail	No
Safety	HSIP_310	I-95 btw. East Greenwich T/L and Exit 8	I-95 btw. East Greenwich T/L and Exit 8	West Greenwich	Upgrade guardrail	No
Safety	HSIP_311	I-95 btw. West Greenwich T/L and West Warwick T/L	I-95 btw. West Greenwich T/L and West Warwick T/L	East Greenwich	Upgrade guardrail	No

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RIDOT Traffic	Safety Program												
STIP ID: 5419	PTS ID:	TBD	Project	Name: 2025	Roadway D	eparture							
Municipality		Description										Responsible	Agency
Burrillville, Charles Hopkinton, Scituat	· ·	This line item roadway depa		ation of median	guardrail, regr	ading to preve	nt median relat	ted roll-overs	and median cro	oss-over crashe	s related to	RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Tot	al
Design HSIP 0.5000										0.5000			
	Subtotal 0.5000												0.5000
Construction	HSIP				4.0000								4.0000
	Subtotal				4.0000								4.0000
Other	OutYear					0.1000	0.1000						0.2000
	Subtotal					0.1000	0.1000						0.2000
	Total			0.5000	4.0000	0.1000	0.1000						4.7000
Assets Within Proj	ssets Within Project												
Asset Type	Asset ID		Asset	Name		F	acility Carried		Munic	cipality	Treatme	ent Type	SLR

Exit 6)

Safety

HSIP_302

I-95 btw. CT State Lane and Exit 18 (Old Exit 6)

I-95 btw. CT State Lane and Exit 18 (Old

Hopkinton

No

Install Guardrail, remove

objects within clear zon

RIDOT Traffic	Safety Program											
STIP ID: 5430	PTS ID:	TBD	Project	Name: 2021	-2022 State	wide Pavem	ent Striping	g - East Bay	/			
Municipality		Description										Responsible Agency
Admin / Statewic	le	This line item in	e item involves the striping of state roads within the East Bay area of the state for the 2021-2022 period.									RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	AugRed	2.0000										2.0000
Construction	STBG	1.5000										1.5000
	Subtotal	3.5000										3.5000
	Total	3.5000										3.5000

RIDOT Traffic	Safety Program											
STIP ID: 5431	PTS ID:	TBD	Project	Name: 2021	-2022 State	wide Pavem	ent Striping	g - North				
Municipality		Description										Responsible Agency
Admin / Statewid	dmin / Statewide This line item involves the striping of state roads within the northern area of the state for the 2021-2022 period.											
Phase	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031								Total			
Construction	AugRed	0.5000										0.5000
Construction	STBG	1.5000										1.5000
	Subtotal	2.0000										2.0000
	Total	2.0000										2.0000

RIDOT Traffic	Safety Program												
STIP ID: 5435	PTS ID:	0116U	Projec	t Name: 20	22-2023 Stat	tewide Pave	ement Stripi	ing - Centra	I				
Municipality		Description										Responsible Agency	
Admin / Statewid	min / Statewide This line item involves the striping of state roads within the central area of the state for the 2022-2023 period.												
Phase	se Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031												
Construction	STBG	0.7000	1.1000									1.8000	
	Subtotal 0.7000 1.1000											1.8000	
	Total	0.7000	1.1000									1.8000	

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RIDOT Traffic	Safety Program											
STIP ID: 5436	PTS ID:	0116T	Project	Name: 202	22-2023 Stat	ewide Pave	ement Stripi	ng - Limited	l Access			
Municipality		Description										Responsible Agency
Admin / Statewid	min / Statewide This line item involves the striping of state roads on limited access highways of the state for the 2022-2023 period.											RIDOT
Phase	Phase Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031											Total
Construction	STBG	2.2500	2.8500									5.1000
	Subtotal	2.2500	2.8500									5.1000
	Total	2.2500	2.8500									5.1000

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RIDOT Traffic	Safety Program												
STIP ID: 5437	PTS ID:	0116V	Project	t Name: 20	22-2023 Stat	tewide Pave	ement Stripi	ing - South					
Municipality		Description										Responsible Agency	
Admin / Statewid	min / Statewide This line item involves the striping of state roads within the southern area of the state for the 2022-2023 period.												
Phase	Phase Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031												
Construction	STBG	1.7000	2.1000									3.8000	
	Subtotal 1.7000 2.1000											3.8000	
	Total	1.7000	2.1000									3.8000	

RIDOT Traffic	Safety Program	1										
STIP ID: 5440	PTS ID:	: TBD	Project N	ame: 2023-	2024 State	wide Paven	nent Striping	g - East Bay	1			
Municipality		Description										Responsible Agency
Admin / Statewide This line item involves the striping of state roads within the East Bay area of the state for the 2023-2024 period.												RIDOT
Phase	Phase Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031											Total
Construction	STBG		1.5000	2.0000								3.5000
	Subtotal	l _e	1.5000	2.0000								3.5000
	Total		1.5000	2.0000								3.5000

RIDOT Traffic	Safety Program	1										
STIP ID: 5441	PTS ID:	TBD	Project N	lame: 2023-	2024 State	wide Pavem	ent Striping	g - North				
Municipality		Description										Responsible Agency
Admin / Statewid	Admin / Statewide This line item involves the striping of state roads within the northern area of the state for the 2023-2024 period.											RIDOT
Phase	Phase Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total	
Construction	STBG		1.6000	2.1500								3.7500
	Subtotal		1.6000	2.1500								3.7500
	Total		1.6000	2.1500								3.7500

RIDOT Traffic	Safety Program											
STIP ID: 5442	PTS ID:	0116W	Proje	ct Name: 202	24-2025 Stat	ewide Pav	ement Strip	ing - Centra	al			
Municipality		Description										Responsible Agency
Admin / Statewid	e	This line item	involves the str	riping of state ro	of the state for	the 2024-2025	period.			RIDOT		
Phase												Total
Construction	STBG			2.3500	2.1500							4.5000
	Subtotal			2.3500	2.1500							4.5000
	Total			2.3500	2.1500							4.5000

RIDOT Traffic	Safety Program											
STIP ID: 5443	PTS ID:	0116X	Projec	t Name: 202	4-2025 State	ewide Pave	ement Stripi	ng - Limited	d Access			
Municipality		Description										Responsible Agency
Admin / Statewid	Imin / Statewide This line item involves the striping of state roads on limited access highways of the state for the 2024-2025 period.											RIDOT
Phase												Total
Construction	STBG			2.0000	3.0000							5.0000
	Subtotal			2.0000	3.0000							5.0000
	Total			2.0000	3.0000							5.0000

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RIDOT Traffic	Safety Program											
STIP ID: 5444	PTS ID:	0166Y	Projec	t Name: 202	4-2025 State	ewide Pave	ement Stripi	ng - South				
Municipality		Description										Responsible Agency
Admin / Statewid	e	This line item	involves the str	riping of state ro	of the state fo	or the 2024-202	25 period.			RIDOT		
Phase												
Construction	STBG			2.2500	2.2500							4.5000
	Subtotal			2.2500	2.2500							4.5000
	Total			2.2500	2.2500							4.5000

RIDOT Traffic	Safety Program											
STIP ID: 5445	PTS ID:	TBD	Project	Name: 2025	-2026 Statev	vide Pavem	ent Striping	g - East Bay	1			
Municipality		Description										Responsible Agency
Admin / Statewid	dmin / Statewide This line item involves the striping of state roads within the East Bay area of the state for the 2025-2026 period.											RIDOT
Phase	Funding										Total	
Construction	OutYear					2.0000						2.0000
Construction	STBG				1.5000							1.5000
	Subtotal				1.5000	2.0000						3.5000
	Total				1.5000	2.0000						3.5000

RIDOT Traffic	Safety Program											
STIP ID: 5446	PTS ID:	TBD	Project	Name: 2025	-2026 Statev	vide Pavem	ent Striping	g - North				
Municipality		Description										Responsible Agency
Admin / Statewid	dmin / Statewide This line item involves the striping of state roads within the northern area of the state for the 2025-2026 period.											RIDOT
Phase	Funding										Total	
Construction	OutYear					2.0000						2.0000
Construction	STBG				1.5000							1.5000
	Subtotal				1.5000	2.0000						3.5000
	Total				1.5000	2.0000						3.5000

RIDOT Traffic	Safety Program	1										
STIP ID: 5447	PTS ID:	: TBD	Project	Name: 2026	3-2027 State	wide Pavem	ent Striping	- Central				
Municipality		Description										Responsible Agency
Admin / Statewic	min / Statewide This line item involves the striping of state roads within the central area of the state for the 2026-2027 period.											RIDOT
Phase	Phase Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031											Total
Construction	OutYear					1.5000	1.5000					3.0000
	Subtotal	l _e				1.5000	1.5000					3.0000
	Total					1.5000	1.5000					3.0000

RIDOT Traffic Safety Program												
STIP ID: 5448 PTS ID: TBD			Project	Project Name: 2026-2027 Statewide Pavement Striping - Limited Access								
Municipality Description												
Admin / Statewic	involves the st	volves the striping of state roads on limited access highways of the state for the 2026-2027 period.										
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear					2.0000	2.0000					4.0000
	Subtotal					2.0000	2.0000					4.0000
Total						2.0000	2.0000					4.0000

RIDOT Traffic Safety Program												
STIP ID: 5449 PTS ID: TBD		Project	Project Name: 2026-2027 Statewide Pavement Striping - South									
Municipality		Description										Responsible Agency
Admin / Statewic	involves the st	volves the striping of state roads within the southern area of the state for the 2026-2027 period.										
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear					1.5000	1.5000					3.0000
				1.5000	1.5000					3.0000		
Total						1.5000	1.5000					3.0000

RIDOT Traffic	Safety Program	ì										
STIP ID: 5450	PTS ID:	TBD	Project	Name: 2027	'-2028 State	wide Pavem	ent Striping	- East Bay				
Municipality		Description										Responsible Agency
Admin / Statewic	le	This line item	involves the st	riping of state r	oads within the	e East Bay area	of the state for	the 2027-2028	period.			RIDOT
Phase	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										2031	Total
Construction	OutYear						1.5000	1.5000				3.0000
	Subtotal						1.5000	1.5000				3.0000
	Total						1.5000	1.5000				3.0000

RIDOT Traffic	Safety Program	1										
STIP ID: 5451	PTS ID:	: TBD	Project	Name: 2027	'-2028 State	wide Pavem	ent Striping	- North				
Municipality		Description										Responsible Agency
Admin / Statewic	le	This line item	involves the st	riping of state r	oads within the	northern area	of the state for	the 2027-202	8 period.			RIDOT
Phase	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total	
Construction	OutYear						1.5000	1.5000				3.0000
	Subtotal	l _e					1.5000	1.5000				3.0000
	Total						1.5000	1.5000				3.0000

RIDOT Traffic	Safety Program											
STIP ID: 5452	PTS ID:	TBD	Project	Name: 2028	-2029 State	wide Paven	nent Striping	g - Central				
Municipality		Description										Responsible Agency
Admin / Statewid	e	involves the str	the 2028-2029 p	period.			RIDOT					
Phase	Funding 2022 2023 2024 2025 2026 2027								2029	2030	2031	Total
Construction	OutYear							1.5000	1.5000			3.0000
	Subtotal							1.5000	1.5000			3.0000
	Total							1.5000	1.5000			3.0000

RIDOT Traffic	Safety Program											
STIP ID: 5453	PTS ID:	TBD	Project	Name: 2028	-2029 State	wide Pavem	nent Striping	g - Limited A	ccess			
Municipality		Description										Responsible Agency
Admin / Statewid	e	This line item	involves the st	riping of state r	oads on limited	d access highwa	ays of the state	for the 2028-20	029 period.			RIDOT
Phase	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030								2031	Total		
Construction	OutYear							2.0000	2.0000			4.0000
	Subtotal							2.0000	2.0000			4.0000
	Total							2.0000	2.0000			4.0000

RIDOT Traffic	Safety Program	1									
STIP ID: 5454	PTS ID:	: TBD	Project	Name: 2028	3-2029 State	wide Paven	nent Striping	g - South			
Municipality		Description									Responsible Agency
Admin / Statewic	le	This line item	involves the st	riping of state r	oads within the	e southern area	a of the state fo	r the 2028-202	9 period.		RIDOT
Phase	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									Total	
Construction	OutYear							1.5000	1.5000		3.0000
	Subtotal	l _e						1.5000	1.5000		3.0000
	Total							1.5000	1.5000		3.0000

RIDOT Traffic	Safety Program											
STIP ID: 5455	PTS ID:	TBD	Project	Name: 2029	-2030 State	wide Pavem	ent Striping	g - East Bay	1			
Municipality		Description										Responsible Agency
Admin / Statewid	e	This line item	involves the str	riping of state r	oads within the	e East Bay area	of the state for	r the 2029-203	0 period.			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear								1.5000	1.5000		3.0000
	Subtotal								1.5000	1.5000		3.0000
	Total								1.5000	1.5000		3.0000

RIDOT Traffic	Safety Program											
STIP ID: 5456	PTS ID:	TBD	Project	Name: 2029	-2030 State	wide Pavem	ent Striping	g - North				
Municipality		Description										Responsible Agency
Admin / Statewid	e	This line item i	nvolves the st	riping of state r	oads within the	northern area	of the state fo	or the 2029-203	30 period.			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	OutYear								1.5000	1.5000		3.0000
	Subtotal								1.5000	1.5000		3.0000
	Total								1.5000	1.5000		3.0000

RIDOT Traffic	Safety Program											
STIP ID: 5457	PTS ID:	TBD	Project	Name: 2030	-2031 State	wide Pavem	ent Striping	g - Central				
Municipality		Description										Responsible Agency
Admin / Statewid	dmin / Statewide This line item involves the striping of state roads within the central area of the state for the 2030-2031 period.										RIDOT	
Phase	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									Total		
Construction	OutYear									1.5000	1.5000	3.0000
	Subtotal									1.5000	1.5000	3.0000
	Total									1.5000	1.5000	3.0000

RIDOT Traffic	Safety Program											
STIP ID: 5458	PTS ID:	TBD	Project	Name: 2030	-2031 State	wide Pavem	ent Striping	g - Limited A	Access			
Municipality		Description										Responsible Agency
Admin / Statewid	e	This line item	involves the str	riping of state r	oads on limited	l access highwa	ays of the state	for the 2030-2	031 period.			RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction										2.0000	2.0000	4.0000
	Subtotal									2.0000	2.0000	4.0000
	Total									2.0000	2.0000	4.0000

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RIDOT Traffic	Safety Program											
STIP ID: 5459	PTS ID:	TBD	Project	Name: 2030	-2031 State	wide Paven	nent Striping	g - South				
Municipality		Description										Responsible Agency
Admin / Statewic	dmin / Statewide This line item involves the striping of state roads within the southern area of the state for the 2030-2031 period.										RIDOT	
Phase	Funding	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									Total	
Construction	OutYear									1.5000	1.5000	3.0000
	Subtotal									1.5000	1.5000	3.0000
	Total									1.5000	1.5000	3.0000

RIDOT Traffic	Safety Program											
STIP ID: 5460	PTS ID:	TBD	Project	Name: 2031	-2032 State	wide Paven	nent Striping	g - East Bay	1			
Municipality		Description										Responsible Agency
Admin / Statewic	Admin / Statewide This line item involves the striping of state roads within the East Bay area of the state for the 2031-2032 period.											RIDOT
Phase	Funding	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total
Construction	OutYear										1.5000	1.5000
	Subtotal										1.5000	1.5000
	Total										1.5000	1.5000

RIDOT Traffic	Safety Program											
STIP ID: 5461	PTS ID:	TBD	Project	Name: 2031	-2032 State	wide Paven	nent Striping	g - North				
Municipality		Description										Responsible Agency
Admin / Statewide This line item involves the striping of state roads within the northern area of the state for the 2031-2032 period.												RIDOT
Phase	Funding	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total
Construction	OutYear										1.5000	1.5000
	Subtotal										1.5000	1.5000
	Total										1.5000	1.5000

RIDOT Traffic	Safety Program											
STIP ID: 5475	PTS ID:	2604N	Projec	t Name: Hig	h Risk Rura	al Roads (H	RRR)					
Municipality		Description										Responsible Agency
Cranston, Exeter,	Foster	guardrail. Res	urfacing/regrad	adway departur ding may be req oute 3/165 inter	juired at the Ro	oute 10 South/	Garfield Road	exit ramp. Traf	fic signal impro	ovements inclu	des a new	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	HSIP	2.3200										2.3200
Construction	RICAP Match	0.5800										0.5800
	Subtotal	2.9000										2.9000
Other	HSIP		0.0580	0.0580								0.1160
Other	RICAP Match		0.0145	0.0145								0.0290
	Subtotal		0.0725	0.0725								0.1450
	Total	2.9000	0.0725	0.0725								3.0450

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_059	Plainfield Pike from Route 94 to Briggs Road	RI-102/RI-14	Foster	Install guardrail	No
Safety	HSIP_084	Route 10 South at Garfield Avenue	RI-10	Cranston	Install guardrail	No
Safety	HSIP_085	Route 165 at Route 3	RI-165	Exeter	Install signal system	No
Safety	HSIP_086	Route 165 between Route 3 and CT State Line	RI-165	Exeter	Install guardrail	No

RIDOT Traffic	Safety Program											
STIP ID: 7516	PTS ID:	TBD	Project N	lame: Crasl	h Contract							
Municipality		Description										Responsible Agency
This line item provides funding to support the Statewide Crash System, a web application server and database which allows RIDOT personnel access to the State's crash data. Pursuant to RI General Law, RIDOT serves as the crash data repository agency for electronic crash reports by law enforcement agencies statewide. This contract also supports the Highway Safety Plan by providing crash data for analysis and assists with the development of annual HSP and HSIP reporting for FHWA.									RIDOT			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	HSIP	0.4000	0.4000	0.4000	0.4000							1.6000
Other	OutYear					0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	2.4000
	Subtotal	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	4.0000
	Total	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	0.4000	4.0000

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RIDOT Traffic	Safety Program	1										
STIP ID: 9601	PTS ID:	0025Z	Projec	t Name: Int	ersection Sa	afety Improv	vements 20	19				
Municipality		Description										Responsible Agency
Johnston, Middle Providence	ton, Middletown, Portsmouth, ence This line item include signing, striping, traffic signal phasing, turn lanes (through striping only), and other enhancements at signalized and unsignalized (including driveways) intersections statewide.							RIDOT				
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	HSIP	3.1000										3.1000
Construction	NHPP	1.7000										1.7000
Construction	RICAP Match	1.2000										1.2000
	Subtotal	6.0000										6.0000
	Total	6.0000										6.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_0025ZA	Mount Pleasant Ave. (Beaufort St. to Smith St.)	Mount Pleasant Avenue	Providence	ISI	No
Safety	HSIP_0025ZB	North Main St. (Intersection of Doyle Ave. and Randall St.)	US-1, North Main Street	Providence	ISI	No
Safety	HSIP_0025ZC	Bishop Hill Rd. at Hartford Ave.	Bishop Hill Road	Johnston	ISI	No
Safety	HSIP_2603UA	Gate 17 Access Road at Northgate Apartments, Middletown	Access Road	Middletown	ISI	No
Safety	HSIP_2603UB	Boyd's Lane at Route 114 (Bristol Ferry Road), Portsmouth	RI-114, Bristol Ferry Road	Portsmouth	ISI	No
Safety	HSIP_2603UC	Route 138 (E. Main Road) at St. Barnabas Church, Portsmouth	RI-138, East Main Road	Portsmouth	ISI	No
Safety	HSIP_2603UD	Route 138 (E. Main Road) at Hedley Street, Portsmouth	RI-138, East Main Road	Portsmouth	ISI	No
Safety	HSIP_2603UE	Turnpike Avenue at Portsmouth High School/Route 24 on-Ramp	Turnpike Avenue	Portsmouth	ISI	No
Safety	HSIP_2603UF	Route 138 (E. Main Road) at Linden Lane, Portsmouth	RI-138, East Main Road	Portsmouth	ISI	No
Safety	HSIP_2603UG	Route 114 (W. Main Road) at Hedley Street, Portsmouth	West Main Road	Portsmouth	ISI	No
Safety	HSIP_2603UH	Greene Lane from RI-114, West Main Rd. to 400' W of Puritan Dr.	Greene Lane	Middletown	ISI	No

RIDOT Traffic Safety Program												
STIP ID: 9605	PTS ID:	2602L	Projec	t Name: Inte	ersection &	Crosswalks	s Central-Sc	outh - 2021				
Municipality		Description										Responsible Agency
Warwick		This line item i	ncludes crossv	walks, wheelch	air ramps, pede	strian crossing	devices, left tu	rn lanes, etc. a	pproved by the	State Traffic C	Commission.	RIDOT
Phase	Funding	2022	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031						Total			
Other	HSIP	2.1000										2.1000
	Subtotal	2.1000										2.1000
	Total	2.1000										2.1000
Assets Within Proje	ect											

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_9605	I-295 Southbound Ramp Improvements	Bald Hill Ramp	Warwick	Modify Geometry	No

RIDOT Traffic	Safety Program											
STIP ID: 1211	B PTS ID	: TBD	Project	Name: Sta	tewide Cong	gested Corr	idor Upgrad	des (2022-2	023)			
Municipality		Description	tion								Responsible Agency	
,	ston, North Providence, ucket, Providence, Smithfield This project will upgrade signal controller and detection equipment to mitigate congestion and improve air quality through signal coordination. RI									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	Carbon	1.0000	0.8000									1.8000
Construction	PROTECT	1.0000										1.0000
Construction	RICAP Match	0.5000	0.2000									0.7000
	Subtotal	2.5000	1.0000									3.5000
	Total	2.5000	1.0000									3.5000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_47995	Congested Corridor Upgrades - Mineral Spring (Brookside Avenue to Pawtucket C/L)	RI-15	North Providence	Upgrade signal	No
Safety	HSIP_47996	Congested Corridor Upgrades - Mineral Spring (North Providence T/L to Smithfield Avenue)	RI-15	Pawtucket	Upgrade signal	No
Safety	HSIP_47997	Congested Corridor Upgrades - US-44 (Austin Rd to Johnston T/L)	US-44	Smithfield	Upgrade signal	No
Safety	HSIP_47998	Congested Corridor Upgrades - US-44 (Smithfield T/L to North Providence T/L)	US-44	Johnston	Upgrade signal	No
Safety	HSIP_47999	Congested Corridor Upgrades - US-44 (Johnston T/L to Providence T/L)	US-44	North Providence	Upgrade signal	No
Safety	HSIP_48000	Congested Corridor Upgrades - US-44 (North Providence T/L to Candace St)	US-44	Providence	Upgrade signal	No
Safety	HSIP_48001	Congested Corridor Upgrades - US-44 (Centerdale Bypass)	US-44	North Providence	Upgrade signal	No

RIDOT Traffic	Safety Program											
STIP ID: 12116	PTS ID): 2606A	Proje	ect Name: S	tatewide Sy	stemic Safe	ety Improve	ments				
Municipality		Description R								Responsible Agency		
,,	ventry, Narragansett, Providence, uth Kingstown, Warren, Warwick The project consists of multiple safety improvements statewide, including, but not limited to: installation of High Friction Surface Treatment (HFST), curve, and guardrail upgrades along statewide corridors (including sections of I-95 and High Risk Rural Roads); and statewide pedestrian crosswalk upgrades.									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	HSIP	1.4000										1.4000
Construction	Other Federal	1.0000										1.0000
Construction	RICAP Match	0.6000										0.6000
	Subtotal	3.0000										3.0000
	Total	3.0000										3.0000

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Safety	HSIP_121161	Systemic I-95 Guardrail Improvements (Cowesett Rd. to RI-115 Toll Gate Rd.)	1-95	Warwick	Systemic Safety Improvements	No
ТАР	TAP_12116_10	Allens Avenue Pedestrian Safety Enhancements - Ohio Avenue	Narragansett Boulevard	Providence	Bumpouts, static signage	No
ТАР	TAP_12116_11	Allens Avenue Pedestrian Safety Enhancements - Georgia Avenue	Allens Avenue	Providence	Bumpouts, static signage	No
ТАР	TAP_12116_12	Allens Avenue Pedestrian Safety Enhancements - Toronto Avenue	Narragansett Boulevard	Providence	Bumpouts; static signage	No
ТАР	TAP_12116_13	Allens Avenue Pedestrian Safety Enhancements - Chapman Street	Narragansett Boulevard	Providence	Bumpouts, static signage	No
TAP	TAP_12116_4	Refuge Island at Ocean Road and Knowlesway	Ocean Road	Narragansett	Install refuge island	No
ТАР	TAP_12116_7	Allens Avenue Pedestrian Safety Enhancements - Vermont Avenue	Allens Avenue	Providence	Bumpouts, RRFB	No
ТАР	TAP_12116_8	Allens Avenue Pedestrian Safety Enhancements - Washington Avenue	Narragansett Boulevard	Providence	Bumpouts, static signage	No
TAP	TAP_12116_9	Allens Avenue Pedestrian Safety Enhancements - Mass Avenue	Narragansett Boulevard	Providence	Bumpouts, static signage	No
TAP	TAP_121161	East Bay Bike Path Crossing Improvements - Market and Child Street	East Bay Bike Path	Warren	Install RRFB, bumpout, ADA ramps	No
TAP	TAP_121162	Pedestrian Improvements at 501 Main Street - Warren	RI-103	Warren	Install RRFB, ADA ramps	No
TAP	TAP_121163	Wakefield South County Bike Path Crossing Improvement at Main Street	South County Bike Path	South Kingstown	Install bumpout, ramps, crossing signage	No

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RIDOT Traffic	RIDOT Traffic Safety Program										
STIP ID: 12116	;										
Safety	TAP_121165	Washington Secondary Bike Path Crossing Improvements at Route 117 and Abbott Valley	Washington Secondary Bike Path	Coventry	Realign bike crossing, install RRFB	No					
Safety	TAP_121166	George Salter Grove Park Pedestrian Crossing Enhancements	Narragansett Parkway	Warwick	Bumpouts, RRFB	No					

RIDOT Traffic	RIDOT Traffic Safety Program													
STIP ID: 13113	B PTS ID): 2607S	Proje	ect Name: St	atewide Coı	ngested Co	rridor Upgr	ades (2024-	2025)					
Municipality		Description										Responsible Agency		
Admin / Statewid	This project will upgrade signal controller and detection equipment to mitigate congestion and improve air quality through signal coordination. This line item represents funding for the 2024 and 2025 contract.											RIDOT		
Phase	Funding											Total		
Construction	Carbon			2.0000	1.6000							3.6000		
Construction	HSIP			0.2380								0.2380		
Construction	RICAP Match			0.5000	0.4000							0.9000		
	Subtotal			2.7380	2.0000							4.7380		
	Total			2.7380	2.0000							4.7380		

RIDOT Transit	Program											
STIP ID: 1443	PTS ID:	TBD	Project N	lame: Grade	e Crossing	Surface and	d Signal Pro	jects				
Municipality		Description										Responsible Agency
Admin / Statewide	Admin / Statewide This line item provides funding to support rehabilitation and maintenance of at-grade rail crossings throughout the state, including siltation removal, brush cutting, ditching for improved drainage, and installation of new asphalt.										RIDOT	
Phase	Phase Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031											Total
Construction	OutYear					1.0100	1.0200	1.0300	1.0400	1.0500	1.0600	6.2100
Construction	PY State	0.1750	0.1750	0.1750	0.1750							0.7000
Construction	RHCP	1.1000	3.1000	1.1000	1.1000							6.4000
Construction	RIDOT RIHMA	0.1000	0.1000	0.1000	0.1000							0.4000
	Subtotal	1.3750	3.3750	1.3750	1.3750	1.0100	1.0200	1.0300	1.0400	1.0500	1.0600	13.7100
	Total	1.3750	3.3750	1.3750	1.3750	1.0100	1.0200	1.0300	1.0400	1.0500	1.0600	13.7100

RIDOT Transit Program													
STIP ID: 2067	PTS ID:	9009P	Project	Name: Fer	ry Boat Cap	ital Funding	g						
Municipality		Description										Responsible Agency	
Admin / Statewide	min / Statewide This line item provides capital funding for ferry operators to support eligible projects on terminal facilities or ferry boats. Eligibility is subject to federal criteria and processes.											RIDOT	
Phase	Funding	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total	
Other	FerryBoatCap	1.6000	0.4000	0.4000	0.4000							2.8000	
Other	OutYear					0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	3.0000	
Other	RIDOT RIHMA	0.4000	0.1000	0.1000	0.1000							0.7000	
	Subtotal	2.0000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	6.5000		
	Total	2.0000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	6.5000	

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RIDOT Transi	t Program											
STIP ID: 5011	PTS ID:	9007Q	Projec	t Name: Pa	wtucket/Cer	ntral Falls T	ransit Cent	er				
Municipality		Description										Responsible Agency
Pawtucket	This line item provides funding to complete the construction of the proposed MBTA commuter rail station and parking facilities adjacent to downtown Pawtucket, providing convenient access to employment centers in Boston and Providence. The project is currently under construction and a portion of the funding to support it has already been obligated in prior years.									RIDOT		
Phase								2031	Total			
Construction	2014 T Bond	2.0000										2.0000
Construction	Local	3.0000										3.0000
Construction	RIDOT CMAQ			5.6220								5.6220
Construction	RIDOT RIHMA	0.6250										0.6250
	Subtotal	5.6250		5.6220								11.2470
	Total	5.6250		5.6220								11.2470

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Facility	90996Р	Pawtucket-Central Falls Station	Amtrak	Pawtucket	New Construction	No
Facility	TRANSIT_PCFPAR KING9009B	Pawtucket Central Falls Parking		Pawtucket	New Construction	No

RIDOT Transit Program													
STIP ID: 5204	PTS ID:	9005U	Projec	t Name: Pro	vidence Int	termodal Tr	ansit Cente	r					
Municipality		Description										Responsible Agency	
Providence		This line item supports the creation of expanded, state of the art transportation centers and bus hubs serving rail and bus passengers statewide. The project will primarily focus on establishing a strategic hub in the Innovation District, enhance connectivity to Providence Train Station, and reconfigure Kennedy Plaza.										RIDOT	
Phase	Funding										2031	Total	
Construction	2014 T Bond	8.0000	8.0000									16.0000	
	Subtotal	8.0000	8.0000									16.0000	
Other	2014 T Bond			2.5500								2.5500	
	Subtotal			2.5500								2.5500	
	Total	8.0000	8.0000	2.5500								18.5500	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Facility	MULTIHUB_5204_ 1	Providence Multi-Hub - Kennedy Plaza	Providence Multi Hub	Providence	New Construction	No
Facility	MULTIHUB_5204_ 3	Providence Multi-Hub - Clifford and Dyer Streets	Providence Multi Hub	Providence	New Construction	No
Facility	RIPTA_72015	PROVIDENCE STATION	Providence Multi Hub	Providence	Rehabilitation	No

RIDOT Transit	Program											
STIP ID: 7101	PTS ID:	17000A	Projec	ct Name: Al	MTRAK Acc	ess Fee						
Municipality		Description										Responsible Agency
Admin / Statewide	This line item provides funding to support the flat fee assessed to all rail operators utilizing the Amtrak-owned Northeast Corridor. This fee covers dmin / Statewide Amtrak's costs for providing access to the Northeast Corridor, including dispatching, police, station operating costs, and routine maintenance. RIDOT's fee covers the MBTA operations for the territory from Providence to Wickford Junction.										RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear					2.5500	2.6000	2.6500	2.7000	2.7600	2.8100	16.0700
Other	RIDOT CMAQ	2.3800	2.4000	2.4500	2.5000							9.7300
	Subtotal	2.3800	2.4000	2.4500	2.5000	2.5500	2.6000	2.6500	2.7000	2.7600	2.8100	25.8000
	Total	2.3800	2.4000	2.4500	2.5000	2.5500	2.6000	2.6500	2.7000	2.7600	2.8100	25.8000

RIDOT Transit	RIDOT Transit Program													
STIP ID: 7102	PTS ID:	17000B	Proje	ct Name: RI	Liability Ins	surance								
Municipality		Description										Responsible Agency		
Admin / Statewide	Admin / Statewide This line item supports the cost of insurance required by Amtrak to cover any incidents on the Northeast Corridor related to the commuter rail operations. The Rhode Island Public Rail Corporation obtains the insurance.										RIDOT			
Phase	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total			
Other	OutYear					3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	20.4000		
Other	RIDOT CMAQ	2.3000	4.0000	3.4000	3.4000							13.1000		
	Subtotal	2.3000	4.0000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	33.5000		
	Total	2.3000	4.0000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	3.4000	33.5000		

RIDOT Transit	Program											
STIP ID: 7105	PTS ID:	17000F	Projec	ct Name: Ot	her Operati	ng Expense	s					
Municipality		Description										Responsible Agency
Admin / Statewide	This line item provides funding to address miscellaneous expenses incurred by RIDOT as a result of passenger rail operations including Pawtucket-dmin / Statewide Central Falls Transit Center O&M. Expenses may include any coordination efforts with MBTA, Amtrak or RIPTA, passenger surveys, or cross-honoring programs.										RIDOT	
Phase											Total	
Other	Carbon		0.8000									0.8000
Other	OutYear					0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	3.6000
Other	RIDOT CMAQ	1.1000	0.6500	0.6000	0.6000							2.9500
	Subtotal	1.1000	1.4500	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	7.3500
	Total	1.1000	1.4500	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	0.6000	7.3500

RIDOT Transit	RIDOT Transit Program													
STIP ID: 7107	PTS ID:	17000H	Projec	ct Name: M	BTA Operat	ions (Capita	I for Opera	tions)						
Municipality		Description										Responsible Agency		
Admin / Statewide	Admin / Statewide This line item makes funding available for RIDOT to reimburses MBTA with capital funds that are used on infrastructure to support the MBTA's Providence line in exchange for passenger rail service.											RIDOT		
Phase											Total			
Other	OutYear					2.0000	2.0000	2.0200	2.0400	2.0600	2.0800	12.2000		
Other	RIDOT 5337	2.0000	2.0000	2.0000	2.0000							8.0000		
	Subtotal	2.0000	2.0000	2.0000	2.0000	2.0000	2.0000	2.0200	2.0400	2.0600	2.0800	20.2000		
	Total	2.0000	2.0000	2.0000	2.0000	2.0000	2.0000	2.0200	2.0400	2.0600	2.0800	20.2000		

RIDOT Transit	Program											
STIP ID: 7109	PTS ID:	9006R	Project	t Name: Sur	mmer Servic	се						
Municipality		Description										Responsible Agency
Admin / Statewide This line item involves the start-up operations and further development of limited seasonal be attractions and recreational facilities along Narragansett Bay. It is anticipated that the initial summer season at select locations, and depending upon usage and demand, could be expand subsequent years.									Y16 will be lim	ited to weeken	nds during the	RIDOT
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	OutYear					1.0000	1.0000	1.0100	1.0200	1.0300	1.0400	6.1000
Other	RIDOT 5307	0.2000	0.2000	0.2000	0.2000							0.8000
Other	RIDOT RIHMA	0.7000	0.9000 0.9000 0.9000						3.4000			
	Subtotal	0.9000	1.1000	1.1000	1.1000	1.0000	1.0000	1.0100	1.0200	1.0300	1.0400	10.3000
	Total	0.9000	1.1000	1.1000	1.1000	1.0000	1.0000	1.0100	1.0200	1.0300	1.0400	10.3000

RIDOT Transit	RIDOT Transit Program													
STIP ID: 7110	PTS ID:	17001E	01E Project Name: Pass Through: RIPTA CMAQ											
Municipality	Description											Responsible Agency		
Admin / Statewide	2	This line item i Air Quality (CM	ncludes funding 1AQ) federal fo									RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Other	OutYear					3.7000	3.7000	3.7000	3.7000	3.7000	3.7000	22.2000		
Other	RIDOT CMAQ	3.7000	3.9000	3.9000	3.9000							15.4000		
	Subtotal	3.7000	3.9000	3.9000	3.9000	3.7000	3.7000	3.7000	3.7000	3.7000	3.7000	37.6000		
	Total	3.7000	3.9000	3.9000	3.9000	3.7000	3.7000	3.7000	3.7000	3.7000	3.7000	37.6000		

RIDOT Transit	RIDOT Transit Program													
STIP ID: 7150	PTS ID:	8101A	11A Project Name: State of Good Repair Capital											
Municipality		Description												
Admin / Statewide	2		provides funding			mprovements r	ecessary to ke	ep fixed guidev	way infrastruct	ure, including l	ayover	RIDOT		
Phase	Funding	2022	022 2023 2024 2025 2026 2027 2028 2029 2030 2031						Total					
Other	OutYear					4.1600	4.2400	4.3300	4.4200	4.5000	4.5900	26.2400		
Other	RIDOT 5337	2.6500	4.7100	4.0000	4.0800							15.4400		
	Subtotal	2.6500	4.7100	4.0000	4.0800	4.1600	4.2400	4.3300	4.4200	4.5000	4.5900	41.6800		
	Total	2.6500	4.7100	4.0000	4.0800	4.1600	4.2400	4.3300	4.4200	4.5000	4.5900	41.6800		

RIDOT Transit	Program													
STIP ID: 7151	PTS ID:	TBD	D Project Name: Transit Master Plan Investments											
Municipality		Description	escription Responsible Agenc											
Admin / Statewide	2	Rhode Island's sometimes inc development i enhancements	orporated into n the constrain	broader projected years, and co	cts. This line ite	ms funds the do	evelopment of s. The outer-ye	additional TMF ears provide lar	P projects with ger sums for in	a focus on pronplementation	ject of fleet	RIDOT		
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Other	2022 Earmark	2.5000										2.5000		
Other	OutYear					6.2000	6.0000	8.0000	10.0000	15.0000	20.0000	65.2000		
Other	RICAP Match	0.6250										0.6250		
Other	RIDOT CMAQ		0.4700	0.8000	0.8000							2.0700		
	Subtotal	3.1250	0.4700	0.8000	0.8000	6.2000	6.0000	8.0000	10.0000	15.0000	20.0000	70.3950		
	Total	3.1250	0.4700	0.8000	0.8000	6.2000	6.0000	8.0000	10.0000	15.0000	20.0000	70.3950		

RIDOT Transit	Program												
STIP ID: 7152	PTS ID:	TBD	Project Name: Transit Master Plan Carbon Reduction Investments										
Municipality	unicipality Description										Responsible Agency		
Admin / Statewide		This line item for years using Car a later date.		•		•		•				RIDOT	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Construction	PROTECT	0.2500	1.2500	2.2000	2.2000							5.9000	
	Subtotal	0.2500	1.2500	2.2000	2.2000							5.9000	
	Total	0.2500	1.2500	2.2000	2.2000							5.9000	

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RIDOT Transit	t Program													
STIP ID: 12114	4 PTS II	PTS ID: TBD		Project Name: Welcome Center Truck EV Charging/Other Improvements										
Municipality	ty Description													
Admin / Statewid	will install electr	l install electric vehicle (EV) charging stations at the Welcome Center located on I-95 Northbound.												
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Construction	Carbon		1.2000									1.2000		
Construction	RICAP Match		0.3000									0.3000		
Subtotal		l .	1.5000									1.5000		
	Total		1.5000									1.5000		

RIPTA Transit	RIPTA Transit Capital													
STIP ID: 5283): 5283 PTS ID: NA		Project Name: Quonset Ferry Terminal											
Municipality														
Admin / Statewid	e	Construct a pa	assenger ferry te	enger ferry terminal at Rhode Island Fast Ferry's docks in the Quonset Business Park.										
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total		
Construction	RIPTA 5307		1.8900									1.8900		
Construction	RIPTA Other		0.6300									0.6300		
Subtotal			2.5200									2.5200		
	Total		2.5200									2.5200		

RIPTA Transi	t Capital												
STIP ID: 5297	PTS ID:	NA	Project Name: URI/CCRI Bus Hubs										
Municipality		Description	cription								Responsible Agency		
South Kingstown	, Warwick	Construction o	of bus hubs at C	CRI's Knight c	ampus and URI'	s Kingston cam	ipus.					RIPTA	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Construction	RIPTA 5339	5.0400	3.0000									8.0400	
Construction	RIPTA HMA Match		0.5000									0.5000	
Construction	RIPTA Other	0.4000										0.4000	
Construction	RIPTARICAPMatch	0.8600	0.2500									1.1100	
	Subtotal	6.3000	3.7500									10.0500	
	Total	6.3000	3.7500									10.0500	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
RIPTA	RIPTA_370PLAINS	URI Bus Hub - Ryan Center Lot	Ryan Center Lot	South Kingstown	Maintenance	No
RIPTA	RIPTA_6335	CCRI Bus Hub (WARWICK CAMPUS)		Warwick	Rehabilitation	No

RIPTA Transit Capital													
STIP ID: 7001	PTS ID:	NA	Project Na	me: Fleet -	Fixed Route	е							
Municipality		Description										Responsible Agency	
Admin / Statewic	de	This program t	funds the regula	r replacement	of fixed route	vehicles.						RIPTA	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
Design	RIPTA Other		1.2700									1.2700	
	Subtotal		1.2700									1.2700	
Other	PY 5339		9.8970									9.8970	
Other	RIPTA 5307		7.3500	4.3800	4.2900							16.0200	
Other	RIPTA 5339		5.4630	2.6100	5.7146							13.7876	
Other	RIPTA GT Match		3.2500									3.2500	
Other	RIPTA HMA Match		4.9300	3.6400	3.6400							12.2100	
Other	RIPTA OutYear					12.1200	12.1200	12.1200	12.1200	12.1200	12.1200	72.7200	
Other	RIPTARICAPMatch		1.2880									1.2880	
	Subtotal		32.1780	10.6300	13.6446	12.1200	12.1200	12.1200	12.1200	12.1200	12.1200	129.1726	
	Total			10.6300	13.6446	12.1200	12.1200	12.1200	12.1200	12.1200	12.1200	130.4426	

RIPTA Transit	: Capital											
STIP ID: 7002	PTS ID:	NA	Project Na	me: Fleet -	Paratransit							
Municipality		Description										Responsible Agency
Admin / Statewide This program funds the replacement of paratransit vehicles										RIPTA		
Phase Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										2031	Total	
Other	Paratransit RLF		0.7600	0.3800	0.3800							1.5200
Other	PY 5310	0.4800	0.9582									1.4382
Other	RIPTA 5307			0.4800	0.4800							0.9600
Other	RIPTA 5310	0.6433	1.6017	1.6427	1.6760							5.5637
Other	RIPTA OutYear					2.5775	1.9100	1.9100	1.9100	1.9100	1.9100	12.1275
	Subtotal 1.12			2.5027	2.5360	2.5775	1.9100	1.9100	1.9100	1.9100	1.9100	21.6094
	Total 1.12			2.5027	2.5360	2.5775	1.9100	1.9100	1.9100	1.9100	1.9100	21.6094

RIPTA Transit	Capital											
STIP ID: 7008	PTS ID:	NA	Project Na	me: ITS/Co	mputers							
Municipality		Description										Responsible Agency
Admin / Statewide	2		funds the purch mation systems		_	ransportation	Systems (ITS) e	equipment, incl	uding both reg	ular replaceme	ent of	RIPTA
Phase	Funding	2022	2023	2023 2024 2025 2026 2027 2028 2029 2030 2031								
Other	Capital RLF		0.5688 0.5688 0.5688							1.7064		
Other	PY 5307		5.5500									5.5500
Other	RIPTA 5307		2.2750	2.7750	1.7268							6.7768
Other	RIPTA OutYear					3.5000	3.1250	3.1250	3.1250	3.1250	3.1250	19.1250
	Subtotal		8.3938	3.3438	2.2956	3.5000	3.1250	3.1250	3.1250	3.1250	3.1250	33.1582
	Total		8.3938	3.3438	2.2956	3.5000	3.1250	3.1250	3.1250	3.1250	3.1250	33.1582

RIPTA Transit	: Capital											
STIP ID: 7009	PTS ID:	NA	Project Na	ame: Replac	ement/Upg	rade of Equ	ipment					
Municipality		Description										Responsible Agency
Admin / Statewid	e	This item fund	s replacement	of support equi	pment, capital	supplies and n	on-revenue ve	hicles				RIPTA
Phase	Phase Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total	
Other	Capital RLF	0.2400		2.5000	2.5000							5.2400
Other	PY 5307		2.2600									2.2600
Other	RIPTA 5307		2.5000									2.5000
Other	RIPTA GT Match	0.0600	0.6275	0.6250	0.6250							1.9375
Other	RIPTA OutYear					3.1250	3.1250	3.1250	3.1250	3.1250	3.7500	19.3750
	Subtotal 0.300			3.1250	3.1250	3.1250	3.1250	3.1250	3.1250	3.1250	3.7500	31.3125
	Total 0.300			3.1250	3.1250	3.1250	3.1250	3.1250	3.1250	3.1250	3.7500	31.3125

RIPTA Transi	t Capital												
STIP ID: 7011	PTS ID:	NA	Project Na	ame: Suppo	rt Facilities								
Municipality		Description										Responsible Agency	
Middletown, Pro	vidence	This program f	unds repairs to	RIPTA's variou	s support facilit	ies						RIPTA	
Phase	Funding	2022	2023										
Construction	RIPTA 5307	2.6000	1.0000									5.6000	
Construction	RIPTA GT Match	0.4000										0.4000	
Construction	RIPTA OutYear					0.5415	0.9375	0.9375	0.9375	0.9375	0.9375	5.2290	
Construction	RIPTARICAPMatch	0.2500	0.2500	0.2500	0.2500							1.0000	
	Subtotal	3.2500	1.2500	1.2500	1.2500	0.5415	0.9375	0.9375	0.9375	0.9375	0.9375	12.2290	
	Total	3.2500	1.2500	1.2500	1.2500	0.5415	0.9375	0.9375	0.9375	0.9375	0.9375	12.2290	

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
RIPTA	RIPTA_1K	RIPTA Support Facility - Kennedy Plaza	Kennedy Plaza	Providence	Maintenance	No
Facility	RIPTA_350	RIPTA Garage - 350 Coddington Highway	RIPTA Garage - Middletown	Middletown	Maintenance	No
Facility	RIPTA_705E	RIPTA Headquarters, 705 Elmwood Avenue	RIPTA Headquarters	Providence	Maintenance	No

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RIPTA Transit	Capital											
STIP ID: 7012	PTS ID:	NA	Project Na	me: Passei	nger Faciliti	es						
Municipality		Description										Responsible Agency
Admin / Statewid	е	This program f	unds improvem	ents to bus sto	ps, hubs, and i	ntermodal faci	ities					RIPTA
Phase	Funding	2022	2 2023 2024 2025 2026 2027 2028 2029 2030 2031									Total
Construction	RIPTA 5307	0.2500	0.2500	0.2500	0.2500							1.0000
Construction	RIPTA OutYear					0.2500	0.2500	0.2500	0.2500	0.2500	0.2500	1.5000
Construction	RIPTARICAPMatch	0.0625	0.0625	0.0625	0.0625							0.2500
	Subtotal	0.3125	0.3125	0.3125	0.3125	0.2500	0.2500	0.2500	0.2500	0.2500	0.2500	2.7500
	Total	0.3125	0.3125	0.3125	0.3125	0.2500	0.2500	0.2500	0.2500	0.2500	0.2500	2.7500

RIPTA Transit	Capital											
STIP ID: S0999	95 PTS I	ID:	Project Na	me: RIPTA	NEWPORT-	MIDDLETO	WN GARAC	SE AND BU	S ELECTRIF	ICATION		
Municipality		Description										Responsible Agency
Middletown		This item fund	s the charging i	nfrastructure,	facility upgrade	es and procure	ment of approx	imately 25 bat	tery-electric bu	uses on Aquidn	eck Island.	RIPTA
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	2022 RAISE		22.3708									22.3708
Other	RIPTA GT Match		5.5927									5.5927
	Subtotal		27.9635									27.9635
	Total											27.9635

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RIPTA Transit	Service											
STIP ID: 7004	PTS ID:	NA	Project Na	me: Transp	ortation for	Individuals	with Disab	ilities (Com	plementary	ADA)		
Municipality		Description										Responsible Agency
Admin / Statewide	2	This program p	rovides schedu	led door to do	or paratransit s	ervice for qual	ified individual	s on paratransi	t vans.			RIPTA
Phase	Funding	2022	2023 2024 2025 2026 2027 2028 2029 2030 2031									Total
Other	RIPTA 5307	3.0000	4.0000	5.1000	5.2000							17.3000
Other	RIPTA GT Match	0.7500	1.0000	1.2800	1.3000							4.3300
Other	RIPTA OutYear					6.7500	6.9500	7.2500	7.3800	7.6300	7.7500	43.7100
	Subtotal	3.7500	5.0000	6.3800	6.5000	6.7500	6.9500	7.2500	7.3800	7.6300	7.7500	65.3400
	Total 3.7500		5.0000	6.3800	6.5000	6.7500	6.9500	7.2500	7.3800	7.6300	7.7500	65.3400

RIPTA Transit	Service											
STIP ID: 7005	PTS ID:	NA	Project Na	ame: Rural (Operations/	Intercity Bu	s					
Municipality		Description										Responsible Agency
Admin / Statewide This program supports rural service and services linking rural areas to urban areas.											RIPTA	
Phase	Funding										Total	
Other	PY 5311	1.3380	0.0548									1.3928
Other	RIPTA 5311	0.7320	0.8053	0.8258	0.8425							3.2056
Other	RIPTA GT Match	2.0700	0.8841	0.8258	0.8425							4.6224
Other	RIPTA OutYear					1.4600	1.5000	1.5500	1.5900	1.6400	1.6900	9.4300
	Subtotal	4.1400	1.7442	1.6516	1.6850	1.4600	1.5000	1.5500	1.5900	1.6400	1.6900	18.6508
	Total 4.1400			1.6516	1.6850	1.4600	1.5000	1.5500	1.5900	1.6400	1.6900	18.6508

RIPTA Transit	Service											
STIP ID: 7006	PTS ID:	NA	Project Na	ame: Rural 1	Technical A	ssistance P	rogram (RT	AP)				
Municipality		Description										Responsible Agency
Admin / Statewide	9	This program o	lefrays the cost	of training, ted	chnical assistan	ce and support	services that b	penefit the rura	al areas of the s	state.		RIPTA
Phase	Funding	2022	2022 2023 2024 2025 2026 2027 2028 2029 2030 2031									Total
Other	PY RTAP	0.0700										0.0700
Other	RIPTA OutYear					0.0840	0.0800	0.0800	0.0800	0.0800	0.0800	0.4840
Other	RTAP	0.1579	0.0783	0.0803	0.0820							0.3985
	Subtotal	0.2279	0.0783	0.0803	0.0820	0.0840	0.0800	0.0800	0.0800	0.0800	0.0800	0.9525
	Total 0.2279			0.0803	0.0820	0.0840	0.0800	0.0800	0.0800	0.0800	0.0800	0.9525

RIPTA Transit	Service											
STIP ID: 7007	PTS ID:	NA	Project Na	ame: Job Ad	ccess and R	everse Con	nmute (JAR	C)				
Municipality		Description										Responsible Agency
Admin / Statewide This program offsets the costs of providing fixed route service association of the costs of providing fixed route service association of the costs of providing fixed route service association of the costs of providing fixed route service association of the costs of providing fixed route service association of the costs of providing fixed route service association of the costs of providing fixed route service association of the costs of providing fixed route service association of the costs of providing fixed route service association of the costs of providing fixed route service association of the costs of providing fixed route service association of the costs of providing fixed route service association of the costs of providing fixed route service association of the costs of the c								ccess Reverse (Commute prog	ram. These rou	utes support	RIPTA
Phase	Funding	2022									Total	
Other	RIPTA 5307	3.2000	3.0000	2.0500	2.1000							10.3500
Other	RIPTA GT Match	0.8000	0.7500	0.5125	0.5250							2.5875
Other	RIPTA OutYear					2.7500	2.8100	2.8800	3.0000	3.1300	3.2500	17.8200
	Subtotal	4.0000	3.7500	2.5625	2.6250	2.7500	2.8100	2.8800	3.0000	3.1300	3.2500	30.7575
	Total 4.0		3.7500	2.5625	2.6250	2.7500	2.8100	2.8800	3.0000	3.1300	3.2500	30.7575

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RIPTA Transit	Service											
STIP ID: 7015	PTS ID:	NA	Project Na	ame: Servic	e Initiatives							
Municipality		Description										Responsible Agency
Admin / Statewide	2	This program's	funds are used	l to support co	ntinuing operat	ions of the R-L	ine and to defr	ay three years	of the cost of r	new pilot servic	ce projects.	RIPTA
Phase	Funding	2022	22 2023 2024 2025 2026 2027 2028 2029 2030 2031									
Other	RIPTA CMAQ	2.7000	2.7000	2.7000	2.7000							10.8000
Other	RIPTA GT Match	0.6750	0.6750	0.6750	0.6750							2.7000
Other	RIPTA OutYear					3.3750	3.3750	3.3750	3.3750	3.3750	3.3750	20.2500
	Subtotal 3.37			3.3750	3.3750	3.3750	3.3750	3.3750	3.3750	3.3750	3.3750	33.7500
	Total 3.		3.3750	3.3750	3.3750	3.3750	3.3750	3.3750	3.3750	3.3750	3.3750	33.7500

RIPTA Transit	Service											
STIP ID: 7019	PTS ID:	NA	Project Na	me: East S	de Tunnel							
Municipality		Description										Responsible Agency
Providence	Providence This project will modernize and return to a state of good repair the Providence East Side Bus Tunnel.										RIPTA	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Construction	PY 5339	4.9464	0.2430									5.1894
Construction	RIPTA 5339			3.0000								3.0000
Construction	RIPTA GT Match	1.2366	0.0609	0.1500								1.4475
Construction	RIPTARICAPMatch			0.5322								0.5322
	Subtotal	6.1830	0.3039	3.6822								10.1691
	Total	6.1830	0.3039	3.6822								10.1691

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Other	001TU	COLLEGE HILL BUS TUNNEL	College Hill Bus Tunnel	Providence	Preservation	No

RIPTA Transit	Support Operat	ions										
STIP ID: 7003	PTS ID:	NA	Project Na	ame: Travel	Demand Ma	anagement						
Municipality		Description										Responsible Agency
Admin / Statewide	Admin / Statewide This program's funds are used towards distribution of timetables and transit marketing materials, as well as commuter outreach and education, travel training, promotion of transit incentive programs, and transit fare subsidies or similar efforts.											RIPTA
Phase	Funding	2022										
Other	RIPTA CMAQ	1.0000	1.0000	1.0000	1.0000							4.0000
Other	RIPTA GT Match	0.2500	0.1000	0.1000	0.1000							0.5500
Other	RIPTA OutYear					1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	6.6000
	Subtotal	1.2500	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	11.1500
	Total 1.2500			1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	1.1000	11.1500

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RIPTA Transit	Support Operat	tions										
STIP ID: 7010	PTS ID:	NA	Project Na	ame: Preven	tative Main	tenance						
Municipality		Description										Responsible Agency
Admin / Statewide This program supports maintenance department salaries, maintenance supplies, and contracted work such as elevator repair, inspection of generators, and repairs to bus lifts.									tion of	RIPTA		
Phase	Funding	2022	2023									
Other	PY 5307	12.4200	14.4904									26.9104
Other	RIPTA 5307	4.9026	8.1096	16.4889	19.2300							48.7311
Other	RIPTA GT Match		7.3692	5.5825	5.5825							18.5342
Other	RIPTA OutYear					27.9125	27.9125	27.9125	27.9125	27.9125	27.9125	167.4750
	Subtotal 17.32			22.0714	24.8125	27.9125	27.9125	27.9125	27.9125	27.9125	27.9125	261.6507
	Total 17.32		29.9692	22.0714	24.8125	27.9125	27.9125	27.9125	27.9125	27.9125	27.9125	261.6507

RIPTA Transit	Support Operat	tions										
STIP ID: 7013	PTS ID:	NA	Project Na	ame: Planni	ng							
Municipality		Description										Responsible Agency
Admin / Statewide	Admin / Statewide This program supports RIPTA's long- and short-term transit planning efforts, including data collection and analysis, transit service evaluation, and execution of plans and studies.										RIPTA	
Phase	Funding	2022										Total
Other	RIPTA 5307	0.5821	0.6019	0.6000	0.6000							2.3840
Other	RIPTA GT Match	0.1455	0.1505	0.1500	0.1500							0.5960
Other	RIPTA OutYear					1.2500	1.5000	1.3750	1.4375	1.5000	1.5625	8.6250
	Subtotal 0.727			0.7500	0.7500	1.2500	1.5000	1.3750	1.4375	1.5000	1.5625	11.6050
	Total 0.727		0.7524	0.7500	0.7500	1.2500	1.5000	1.3750	1.4375	1.5000	1.5625	11.6050

RIPTA Transit	Support Operat	tions										
STIP ID: 7014	PTS ID:	NA	Project Na	ame: Mobilit	ty Managem	ent						
Municipality		Description										Responsible Agency
Admin / Statewide	9	This program f	unds activities	which support	RIde (paratrans	it), Rural Ride,	and Flex Servic	ce coordination				RIPTA
Phase	Funding	2022	2023 2024 2025 2026 2027 2028 2029 2030 2031									
Other	RIPTA 5307	0.6200	0.6200	0.6200	0.6200							2.4800
Other	RIPTA GT Match	0.1550	0.1550	0.1550	0.1550							0.6200
Other	RIPTA OutYear					1.1250	1.2500	1.2500	1.3125	1.3125	1.3750	7.6250
	Subtotal	0.7750	0.7750	0.7750	0.7750	1.1250	1.2500	1.2500	1.3125	1.3125	1.3750	10.7250
	Total	0.7750	0.7750	0.7750	0.7750	1.1250	1.2500	1.2500	1.3125	1.3125	1.3750	10.7250

RIPTA Transit	RIPTA Transit Support Operations														
STIP ID: 7017	PTS ID:	NA	Project Na	me: Study	and Develo	pment									
Municipality		Description										Responsible Agency			
Admin / Statewide	9		vill support plani facility and sust	-					ork, Crosstown	Service, Rapid	Bus, Regional	RIPTA			
Phase	Funding	2022	id Bus and facility and sustainability improvements associated with TMP implementation. 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031												
Other	RIPTA 5307		0.0200									0.0200			
Other	RIPTA GT Match		0.0050									0.0050			
	Subtotal		0.0250									0.0250			
	Total		0.0250									0.0250			

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RIPTA Transit	Support Operat	ions										
STIP ID: 7020	PTS ID:	NA	Project Na	ame: High (Capacity Tra	ansit Develo	pment					
Municipality		Description										Responsible Agency
Admin / Statewid	e	These funds wi	ill be used to su	ipport plannin	g efforts to dev	elop high capa	icity transit as o	called for by the	e transit maste	r plan.		RIPTA
Phase	Funding	2022	022 2023 2024 2025 2026 2027 2028 2029 2030 2031									
Other	2021 RAISE	0.9000										0.9000
Other	RIPTA 5307	0.5000	0.2500									0.7500
Other	RIPTA GT Match	0.1250	0.0625									0.1875
Other	RIPTARICAPMatch	0.2250										0.2250
	Subtotal	1.7500	0.3125									2.0625
	Total	1.7500	0.3125									2.0625

RIPTA Transit	Support Operat	tions										
STIP ID: 7021	PTS ID:	NA	Project Na	me: Trainir	ng							
Municipality		Description										Responsible Agency
Admin / Statewide	9	These funds w	vill be used to su	pport education	on and training	of transit empl	oyees.					RIPTA
Phase	Funding	2022	2023	2031	Total							
Other	RIPTA 5307		0.3240	0.1672	0.1703							0.6615
Other	RIPTA GT Match		0.0810	0.0418	0.0426							0.1654
Other	RIPTA OutYear					0.2200	0.2200	0.2200	0.2300	0.2300	0.2400	1.3600
	Subtotal		0.4050	0.2090	0.2129	0.2200	0.2200	0.2200	0.2300	0.2300	0.2400	2.1869
	Total		0.4050	0.2090	0.2129	0.2200	0.2200	0.2200	0.2300	0.2300	0.2400	2.1869

RIPTA Transit	Support Operat	ions										
STIP ID: 7022	PTS ID:	NA	Project Na	ame: Securi	ty							
Municipality		Description										Responsible Agency
Admin / Statewide	Admin / Statewide FTA requires 1% of 5307 funding to be allocated towards security enhancements. These enhancements improve the safety of RIPTA's fleet and facilities for riders, employees, and the general public.										RIPTA	
Phase	Funding	2022										Total
Other	RIPTA 5307	0.3200	0.3300	0.3344	0.3400							1.3244
Other	RIPTA OutYear					0.4300	0.4400	0.4500	0.4610	0.4659	0.4745	2.7214
Other	RIPTARICAPMatch	0.0800	0.0800	0.0836	0.0900							0.3336
	Subtotal	0.4000	0.4100	0.4180	0.4300	0.4300	0.4400	0.4500	0.4610	0.4659	0.4745	4.3794
	Total	0.4000	0.4100	0.4180	0.4300	0.4300	0.4400	0.4500	0.4610	0.4659	0.4745	4.3794

RIPTA Transit	Support Operat	tions										
STIP ID: 7023	PTS ID:	NA	Project Na	me: Non Fe	deral Oper	ating Expen	ises					
Municipality		Description										Responsible Agency
Admin / Statewid	e	These funds w	ill be used to su	ipport RIPTA op	erations that a	re not federall	y reimbursed.					RIPTA
Phase	Funding 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031										Total	
Other	Passenger Rev	24.6256	23.8450	24.4200	25.0100							97.9006
Other	RIPTA COVID	15.9274	14.8300	16.6290	17.3900							64.7764
Other	RIPTA GT Ops	31.8610	37.4000	37.5800	38.3800							145.2210
Other	RIPTA Other	2.5315	5.0900	4.9900	4.8900							17.5015
Other	RIPTA OutYear					78.6500	77.6300	77.9400	77.9000	77.6200	77.4900	467.2300
Other	RIPTA RIHMA Ops	9.4532	9.5200	9.5800	9.6200							38.1732
	Subtotal	84.3987	90.6850	93.1990	95.2900	78.6500	77.6300	77.9400	77.9000	77.6200	77.4900	830.8027
	Total 84.398			93.1990	95.2900	78.6500	77.6300	77.9400	77.9000	77.6200	77.4900	830.8027

RIPTA Transit Support Operations												
STIP ID: S0999	93 PTS I	Project Name: TRAVEL TRAINING NETWORK										
Municipality										Responsible Agency		
Admin / Statewide	9	This item funds the creation of a travel training network with a curriculum designed for older adults, low-income groups, and people with disabilities to familiarize them with transportation services, foster their independence, and enhance statewide mobility.									RIPTA	
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	2021 ICAM		0.0960									0.0960
Other	RIPTA GT Match		0.0240									0.0240
Subtotal			0.1200									0.1200
	Total		0.1200									0.1200

RIPTA Transit Support Operations												
STIP ID: S09994 PTS ID:			Project Name: SAFE STREETS ACTION PLAN									
Municipality Desc		Description									Responsible Agency	
Admin / Statewide		This item fund	ls the creation o	f the safe stre	ets action plan	awarded throu	igh the 2022 Sa	fe Streets for A	All Discretionar	y Program.		RIPTA
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Other	2022 SafeStreet		5.0000									5.0000
Other	RIPTA GT Match		1.2500									1.2500
Subtotal			6.2500									6.2500
	Total		6.2500									6.2500

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RITBA Capital	RITBA Capital Projects Program											
STIP ID: 5163	PTS ID:	TBD	Project N	Name: Moun	t Hope Brid	ge Cable &	Anchorage	Dehumidif	ication and	Deck Reha	bilitation	
Municipality		Description										Responsible Agency
Bristol	This project will rehabilitate the Mount Hope Bridge. Components include installation of a dehumidification system to the main cables and anchorages and partial-depth reconstruction of the concrete bridge deck. The project also includes an acoustic monitoring system of the main cables.								RITBA			
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	RITBA Bond		0.2240	1.1730								1.3970
	Subtotal		0.2240	1.1730								1.3970
Construction	23 RITBA CDS			1.7690	4.4750							6.2440
Construction	RITBA Bond			6.2940	15.9210							22.2150
Construction	RITBA Outyear					14.7880	2.3320					17.1200
	Subtotal			8.0630	20.3960	14.7880	2.3320					45.5790
Other	RITBA Bond			4.8090	8.1120							12.9210
Other	RITBA Outyear					3.6940	1.0790					4.7730
	Subtotal			4.8090	8.1120	3.6940	1.0790					17.6940
Total			0.2240	14.0450	28.5080	18.4820	3.4110					64.6700

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	030001	Mount Hope	RI 114	Bristol	Rehabilitation	No

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RITBA Capital	Projects Progra	am										
STIP ID: 5165	PTS ID:	: TBD	Project	Name: Newp	ort Pell Brid	dge Cables	and Anchor	ages Dehu	midificatio	n		
Municipality		Description										Responsible Agency
Jamestown				the Newport Pel ation system and						ge deck and ap	proach spans,	RITBA
Phase	Funding	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Design	2022 INFRA			5.3820	8.7390							14.1210
Design	RITBA Bond			3.5880	5.8260							9.4140
Design	RITBA Outyear						0.2750					0.2750
	Subtotal			8.9700	14.5650		0.2750					23.8100
Construction	2022 INFRA				7.0020							7.0020
Construction	RITBA Bond				4.6680							4.6680
Construction	RITBA Outyear					37.0120	31.5350	5.0050				73.5520
	Subtotal				11.6700	37.0120	31.5350	5.0050				85.2220
Other	2022 INFRA			0.0050	2.4720							2.4770
Other	RITBA Bond			0.0030	1.6480							1.6510
Other	RITBA Outyear					12.8300	10.1660	1.3510				24.3470
	Subtotal			0.0080	4.1200	12.8300	10.1660	1.3510				28.4750
	Total			8.9780	30.3550	49.8420	41.9760	6.3560				137.5070
Assets Within Proj												

Assets Within Project

Asset Type	Asset ID	Asset Name	Facility Carried	Municipality	Treatment Type	SLR
Bridge	090001	Newport Bridge Authority	RI 138	Jamestown	Rehabilitation	No

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Section 4: Regionally Significant Projects

Funded Regionally Significant Projects

Regionally significant projects are defined by USDOT as a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Federal regulations require that the STIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded with 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 funds (e.g. addition of an interchange to the Interstate System with state, local, and/or private funds, and congressionally designated projects not funded under title 23 U.S.C. or title 49 U.S.C. Chapter 53). For informational and conformity purposes, the STIP shall include all regionally significant projects proposed to be funded with federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-federal funds.



Route 6/10 Redesign/Reconstruction

In 2018, RIDOT began work on the \$343.0 million Route 6/10 Interchange project. The project involves nine bridge replacements including constructing the "missing movement" that will allow Route 10 northbound traffic to access Route 6 west without traveling through Providence's Olneyville neighborhood. In addition to State of Good Repair efforts, the project creates 1.4 miles of new bike path and opens more than four acres of developable land in Providence.

Interstate 95 Northbound Viaduct

In 2019, RIDOT was awarded a \$60.4 million federal Infrastructure for Rebuilding America (INFRA) grant award to rebuild the I-95 Northbound Viaduct. The I-95 Providence Viaduct Northbound is the third most traveled section of interstate in New England, carrying over 200,000 vehicles daily and serves as a critical link in the National Highway Freight Network. Built in 1964, the Viaduct's structural deficiencies threaten critical infrastructure and the environment beneath it, including the Woonasquatucket River, Amtrak's Northeast Corridor rail lines, city roads, and I-95's Exit 22's interchange ramps. In addition to the imminent need for structural improvements, the interchanges between I-95, Routes 6 and 10, and Route 146 are increasingly congested and present troublesome points of conflict for drivers. The proposed project will transform the I-95 Northbound section of I-95 in Providence, as RIDOT looks to reconstruct the Viaduct's 6 bridges, rehabilitate 5 bridges, and construct 3 new bridge structures, along with the reconfiguration of a series of ramps to separate conflicting lanes of traffic. The construction of a new collector distributor road will also eliminate



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merging conflicts. The new configuration is expected to significantly improve traffic safety by reducing the number of crashes in the area from its current average of 200 annually. The project is also expected to reduce backup from the Route 6/10 approach by up to 96 percent. In 2020, RIDOT marked the start of construction on the \$265 million project.

Pawtucket/Central Falls Train Station

The Pawtucket/Central Falls Train Station will be an infill commuter rail train station located along the Northeast Corridor in between Providence Station and South Attleboro Station (MA).

Service on the Massachusetts Bay Transportation Authority - MBTA's Providence Line will provide northerly connections to Boston and southerly connections to Providence Station, TF Green Airport, and Wickford Junction.

In 2016, RIDOT was awarded a \$13.1 million federal Transportation Investment Generating Economic Recovery (TIGER) award towards the \$40 million Pawtucket/Central Falls Train Station. In 2020, RIDOT continued moving forward on the design of the project including submissions for track, catenary, signal, RIPTA Bus Hub, and the Transit Emphasis Corridor. Construction is ongoing at this time, as the 100 percent engineering design plan set nears completion and RIDOT and Amtrak leasing arrangements are scheduled to be finalized in 2021.

Route 146 Reconstruction

This \$150 million project has several major components, one of the largest of which is the construction of an overpass at the intersection of Route 146 at Sayles Hill Road. Presently, Route 146 is entirely access controlled except for a short stretch at Sayles Hill Road, where there is a major signalized intersection. The traffic signal introduces excessive delays during the morning and afternoon peak hours, and the new overpass will significantly improve congestion on Route 146 while still maintaining access to Sayles Hill Road and local businesses through collector-distributer type roads. Other project components include but are not limited to bridge rehabilitation, bridge replacement, improving the weave area at the Rt. 99/Rt. 146 and I-295 south exit, redesigning the Rt. 146/146A interchange to a diverging diamond interchange (DDI), installation of wrong way driving detection at select ramps, implementing bus-on-shoulder signs and pavement markings from Mineral Spring Avenue to I-95, installation of high friction surface treatment at select ramps, enhance the weigh station on Rt. 146 south by adding weighin-motion (WIM) technology, extending RIDOT's fiber optic network for intelligent transportation systems/traffic monitoring from I-295 to the Massachusetts' State line, and pavement resurfacing from I-295 to the Massachusetts' State line. In 2020, RIDOT was notified that this project had been awarded \$65 million from







FHWA's INFRA Grant program. RIDOT has started preliminary design work for the project and anticipates being able to start construction by Spring 2022.

Washington Bridge Rehabilitation and Redevelopment

The Washington Bridge is a paired bridge carrying I-195 over the Seekonk River from Providence to East Providence. This project will rehabilitate the bridge superstructure atop a newly rehabilitated substructure; restripe the I-195 westbound mainline between Broadway in East Providence and the Washington Bridge to maintain 4 lanes throughout the corridor; remove the Gano Street off-ramp in Providence, eliminate a conflicting weave which generates significant congestion issues; and add an exit ramp connecting I-195 Westbound to Waterfront Drive in East Providence. In 2019, a \$25 million BUILD grant was secured by RIDOT to support the \$70 million Washington Bridge Rehabilitation and Redevelopment design/build project. In April 2020, RIDOT announced an upcoming Request for Proposals (RFP) and scheduled work to start in 2020 followed by the awarding of the design/ build contract during the Summer of 2020.

Route 37 and I-295 Interchange Safety Improvements

In September 2020, RIDOT was awarded a \$21 million BUILD grant for the Route 37 and I-295 interchange improvements which will address the safety, congestion, and weaving concerns in the interchange area and along I-295 North up to Route 6. Five of the six bridge structures at this interchange will be replaced while the other is rehabilitated. A seventh new bridge structure will be added to eliminate the current on-ramp traffic merge into high speed traffic. The area along I-295 North from Route 37 to Route 6, commonly referred to as the "Cranston Canyon," will have a third lane added to aid in the heavy congestion, on-ramp merges, and provide for trucks to move slower up the steep grade through the area also known as a climbing lane. Rebuilding the interchange and eliminating weaves would greatly reduce traffic congestion and significantly improve safety.

Smarter, Simpler Roads for the Newport Innovation Corridor (Pell Bridge Ramps Phase 2)

This project will reconstruct the Pell Bridge approach ramps in Newport to improve traffic circulation, reduce queuing on the Pell Bridge and reconnect neighborhoods



which are currently segmented by the current highway infrastructure. With the realignment of the approach roads and removal of excess transportation infrastructure, the project will also spur economic development as it frees up parcels of land for new development opportunities. In 2020, a \$20 million BUILD grant was awarded to RIDOT to support the project's design and construction. It is anticipated that advertising for the project with initial construction activities will commence in Spring 2021.

Amtrak Rail Platform at Warwick Station (T.F. Green Airport)

This project would expand existing the Warwick/T.F. Green Airport Rail Station which opened in 2010. The current TF Green Rail Station includes a single high-level platform that supports MBTA commuter rail services to the Airport from points North including Providence and Boston and to the Wickford Junction Station to the South. For this project, RIDOT and Amtrak have proposed expanding the station with additional track and platform capacity to accommodate intercity Amtrak rail service. The project is estimated to cost \$180 million. In 2018, a \$2.8 million Federal Rail Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant was awarded to RIDOT to begin preliminary engineering at the station.

Partially Funded Regionally Significant Projects

The following projects are funded in the FFY 2022-2031 STIP, but they may require additional funding to be completed. These projects may be candidates for future discretionary grant applications.

Route 4 and Interstate 95 Interchange and Deferred Quonset Connector Ramps

This project would provide the missing roadway movements at the I-95 and Route 4 interchange: I-95 North to Route 4 South and Route 4 North to I-95 South. Currently, traffic traveling I-95 North must exit the highway and utilize local roads in order to access Route 4 South. Similarly, Route 4 North traffic must utilize local roads to access I-95 South. This project involves construction of a series of flyovers and highway interchanges to provide a direct bidirectional connection and is intended to reduce congestion along Division Street and Route 2 and improve travel times for both freeway and local traffic. This project is estimated to cost \$90 million.

In addition to the larger Route 4 and Interstate 95 Interchange project, the final component involves the completion of three ramps from the Route 403 extension into the Quonset Business Park and West Davisville industrial area. Quonset Business Park traffic is now being re-routed onto the local Devil's Foot Road and Post Road in North Kingstown. The ramps were deferred due to lack of funding, but as development increases, traffic is projected to increase by 70 percent. Completion of the ramps would improve local safety and traffic flow, improve access to the businesses on Post Road, and allow faster, more direct access to the businesses in the Quonset Business Park. In 2020, this project was awarded a BUILD grant for \$4 million to advance a design study for constructing full freeway to freeway access between I-95 and Route 4, and from the Ouonset Business Park to Route 4 via Route 403.

Route 6 Corridor Improvements

This project would rehabilitate three major highway bridges along US-6 in Providence and Johnston, resurface US-6 in both directions between RI-10 and I-295, and make some minor geometry modifications to improve traffic safety in the area. With preliminary estimates at \$48 million, this project would bring a critical freight corridor up to a state of good repair and complete the transformation of US-6 in the urban core. This project will be partially funded in the STIP, and RIDOT anticipates submitting a discretionary grant application to fund the remaining portion.

East Avenue Corridor Improvements

This project would replace or rehabilitate the East Avenue and East Avenue West bridges, which carry RI-113 over I-95 and I-295 in Warwick. Pavement resurfacing and sidewalk enhancements on the length of RI-113 will also be included in the project, along with the installation of a dedicated left-turn lane and other safety improvements at the entrance to the Knight Campus of CCRI. Estimated at \$53 million, this project would bring a significant portion of the state's poor bridge deck area up to a state of good repair and improve public safety on a major arterial in the heart of Rhode Island. This project will be partially funded in the STIP, and RIDOT anticipates submitting a discretionary grant application to fund the remaining portion.

Unfunded Regionally Significant Projects

The following projects have been classified as regionally significant projects according to the USDOT definition. There is not funding available for these projects at this time, but discretionary funding may be pursued should the opportunity arise.

Route 4 Traffic Light Elimination

This project involves constructing full grade separated interchanges along Route 4 at three locations, West Allenton Road, Oakhill Road, and Tower Hill Road / Route 1. This project would eliminate the three traffic lights which are points of heavy congestion along the route especially in the summer. This project is estimated to cost between \$50 million to \$100 million.

Create Access from ProvPort to I-95 Southbound and Roadway Reconstruction

The current condition of this project involves travel on reconstructed local roads in Providence to access I-95 South from the Port of Providence. The current configuration requires use of local roads with truck turning radius issues. Some possible solutions could be adding direct access to I-95 South, identifying alternate routes, and adding pavement/restriping to improve turning radii. In addition, this project would improve marine port access and improve community traffic concerns. The estimated cost of this project is \$45 million.

Rhode Island-Boston Regional Rail

RIDOT and the MBTA have a shared interest in improving passenger rail operations between Rhode Island and Boston. This includes increasing the frequency of service and reducing the travel time of each trip. Due to the complexity and cost of investments, a phased approach for improvement has been developed. First, RIDOT is planning to implement a cross-honor fare agreement with Amtrak that will enable MBTA Zone 8+ passholders to ride select Amtrak Northeast Regional trains at no extra charge. This will provide more frequent service to MBTA passholders, as well as access to faster and

more comfortable trains, and fill gaps in during off-peak service. Secondly, RIDOT is seeking opportunities to add additional trips in the form of express trains. This requires identification and potential procurement of rolling stock and also a modification to existing MBTA and Amtrak schedules. Lastly, RIDOT is committed to working with MBTA to advance the Regional Rail goals identified in MBTA's Rail Vision plan. This includes frequent, electrified commuter rail service on the Providence Line. While most of the corridor is wired for existing electric service, improvements are necessary at Attleboro, TF Green, and Wickford Junction.

Bus Rapid Transit/Light Rail Improvements on two corridors: Providence-CCRI Warwick via TF Green, Central Falls-CCRI Warwick

Light Rail Transit (LRT) is electrified rail service that operates in a variety of urban environments including completely exclusive rights-of-way, in exclusive lanes on roadways, and in some cases in mixed traffic. It serves high volume corridors at higher speeds than local bus services. The development of light rail and/or bus rapid transit (BRT) would make transit in the highest demand areas much more attractive by making it frequent, fast, and reliable. Light rail or BRT – with the choice to be determined based on more detailed project development work – would be developed in Rhode Island's key north-south corridor between Central Falls and the Community Collage of Rhode Island's (CCRI) Warwick Campus via Pawtucket and Providence. BRT would also be developed between Providence and CCRI Warwick via TF Green Airport. The estimated capital cost of this conceptual project is \$2.02 billion for a combination of LRT/BRT or \$190.5 million for all BRT.

Rapid Bus Improvements

Improvements to the Rapid Bus network would have multiple bus routes serving Metropolitan Providence with transit priority elements and an anticipated 10-minute service frequency. The southern portion of the R-Line, as well as six other rapid bus lines would be developed as part of this network. New rapid bus routes would run on the following corridors: Elmwood Ave/TF Green Airport; Broadway/Manton; Chalkstone Avenue; Beverage Hill Avenue and Attleboro-Pocasset/ Dyer Ave; and Cranston Street. The estimated capital cost of this project is \$111.5 million.

Regional Rapid Bus Improvements

Creation of a Regional Rapid Bus network would enhance connections between Providence, Woonsocket, Newport, and South County by providing transit priority elements such as queue-jump lanes, transit signal priority, and bus-on-shoulder operations to bypass traffic congestion along key regional routes. Four existing routes would be upgraded to Regional Rapid Bus: 14 West Bay, 54 Lincoln-Woonsocket, 60 Providence-Newport, and 66 URI-Galilee. The estimated capital investment for regional rapid bus implementation is \$155.2 million.





Section 5: Transportation Equity Benefit Analysis

Summary

The State of Rhode Island's Transportation Equity Benefit Analysis, or TEBA, was developed by the Rhode Island Division of Statewide Planning. The TEBA identifies and geographically locates Select Population Groups (SPG) in the State of Rhode Island that are protected from discrimination under the law, and groups that may face transportation challenges. In compliance with Federal requirements, the TEBA also determines how the state's transportation investments outlined in fiscally constrained years (FFY 2022-2025) of the FFY 2022-2031 State Transportation Improvement Program (STIP) impact these select population groups. The select population groups within the TEBA are either directly protected under Title VI of the Civil Rights Act of 1964, or can be linked to protected populations under Title VI.

Objective

The objective of the TEBA is to assess the distribution of transportation investments across select population groups for the first four fiscally constrained years (FFY 2022-2025) of the FFY 2022-2031 STIP.

Population Identification

In an effort to provide the most thorough TEBA, the population identification component was conducted in two parts:

- Data collection and research on equity and its pertinence to federal statutory requirements and Executive Orders, focused on the following select population groups:
 - a. Minority individuals
 - Black or African American
 - American Indian and Alaskan Native
 - Asian
 - Native Hawaiian and Other Pacific Islander
 - Other
 - Two or More Races
 - Hispanic or Latino Origin
 - b. Individuals in Poverty/Low-Income groups
- Data collection and research of other select population groups protected from discrimination under federal laws that influence transportation decision-making:
 - a. Female Householder with children under 18
 - b. School-age Children (ages 5-19)
 - c. Aging Individuals (≥65)
 - d. Individuals with a Disability
 - e. Individuals with limited English proficiency (LEP), including the top five LEP language groups in Rhode Island, as follows:
 - Spanish
 - Other Indo-European
 - French, Haitian, or Cajun
 - Other Asian and Pacific Island
 - Chinese (incl. Mandarin and Cantonese

What is Environmental Justice?

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. - U.S. EPA¹

1 U.S. Environmental Protection Agency (EPA). "What is Environmental Justice?" Environmental Justice. 2015. 05 Oct. 2015. http://www.epa.gov/environmentaljustice/.

An Overview of Federal Nondiscrimination Executive Orders, Statutes & Authorities

The following is an overview of the Environmental Justice (EJ) and Title VI federal nondiscrimination executive orders, statutes and authorities which the TEBA follows. The overview also includes information on protected populations addressed within the TEBA, and information on Metropolitan Planning Organization (MPO) responsibilities. The Division of Statewide Planning serves as staff to the Rhode Island State Planning Council, MPO for the State of Rhode Island.

Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations was signed in 1994.

Overview: Executive Order 12898 mandates that each Federal agency develop an EJ strategy that identifies and addresses disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. A Federal agency's EJ strategy must list programs, policies,

planning, and participation processes that, at a minimum:

- Promote enforcement of all health and environmental authorities in areas with minority and low-income populations.
- Ensure greater public participation.
- Improve research and data collection relating to the health and environment of minority and low-income populations.
- Identify differential patterns of consumption of natural resources among minority and low-income populations¹.

Populations protected and addressed:

Minority, Low-Income

Responsibility: MPOs are charged with evaluating their plans and programs for EJ sensitivity and expanding outreach efforts to low-income, minority, and other potentially disadvantaged populations, as part of the U.S. Department of Transportation's certification requirements.

Title VI

Title VI was enacted as part of the landmark Civil Rights Act of 1964.

Overview: Title VI prohibits discrimination on the basis of race, color, and national origin in programs receiving federal financial assistance.

Populations protected and addressed: Race, color, national origin, including minority (also protected within E.O. 12898).

 Federal Highway Administration (FHWA).
 "Environmental Justice Reference Guide: What is Environmental Justice?." Reference Guide 2015. Web. 06 Sept. 2017. https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/section04.cfm. **Responsibility:** As a recipient of U.S. Department of Transportation Funds, the MPO is responsible for complying with U.S. DOT regulations related to Title VI.²

Other Federal Nondiscrimination Statutes and Authorities

In addition to Title VI, there are other federal nondiscrimination statutes that afford legal protection to specific populations which were considered in the population identification component. Those populations include the following:

Non-discrimination of Age

Age Discrimination Act of 1975: Pursuant to regulations prescribed under Section 6103 of this title, no person in the United States shall, on the basis of age, be excluded from participation, in be denied the benefits of, or be subjected to discrimination under, any program or activity receiving Federal financial assistance.³

Populations protected and addressed:

Individuals of any and all ages.

Non-discrimination of Individuals with Disabilities

The Americans with Disabilities Act of 1990 (ADA),⁴ as amended (42 U.S.C. § 12101 et seq.), and Section 504 of the Rehabilitation Act of

² Federal Highway Administration (FHWA). "Environmental Justice Reference Guide: What is Environmental Justice?". Reference Guide 2015. Web. 05 Oct. 2015. https://www.fhwa.dot.gov/environment/environmental-justice/publications/reference-guide-2015/section00.cfm

³ U.S. Department of Labor (DOL). "Age Discrimination Act of 1975". Web. 05 Oct. 2015. http://www.dol.gov/oasam/regs/statutes/age act. http://www.dol.g

⁴ Americans with Disabilities Act (ADA). "Americans with Disabilities Act of 1990, As Amended". 25 Mar. 2009. Web. 5 Oct. 2015. http://www.ada.gov/pubs/ada.htm.

1973⁵ prohibit discrimination on the basis of disability. The ADA provides comprehensive civil rights protections to any qualified person with a disability and it forbids discrimination not only in government programs, benefits and services, but also in employment practices, access to public accommodations, and telecommunications.

Populations protected and addressed:

Individuals with disabilities

Non-discrimination of National Origin and Individuals with Limited English Proficiency (LEP)

Executive Order 13166, Improving Access to Service Persons with Limited English Proficiency was signed into law in 2000 and clarifies Title VI of the Civil Rights Act of 1964 with regards to national origin discrimination against persons with limited English proficiency. "Executive Order 13166 requires federal agencies to examine the services they provide, identify any need for services for those with limited English proficiency, and develop and implement a system to provide those services so LEP persons can have meaningful access to them. Compliance standards for recipients of federal funds were developed by the U.S. Department of Justice and are articulated in the policy document "Enforcement of the Civil Rights Act of 1964— National Origin Discrimination against Persons with Limited English Proficiency (2002)."6

Populations protected and addressed:

Individuals of any national origin, as well as individuals with limited English proficiency.

Responsibility: As a recipient of U.S. Department of Transportation funds, the MPO is responsible for complying with regulations related to non-discrimination according to age, individuals with disabilities, national origin, and individuals with limited English proficiency.

Demographic and Socioeconomic Profile Data

Methodology

After evaluating the Federal requirements and populations specifically protected under the law, a list of Select Population Groups (SPG) was finalized for the TEBA.

Within part one of the population identification component of the TEBA, data was collected to examine the following select population groups in compliance with Environmental Justice Executive Order 12898 and Title VI (minority individuals):

- 1. Data collection and research on equity and its pertinence to federal statutory requirements and Executive Orders, focused on the following select population groups:
 - a. Minority individuals
 - Black or African American
 - American Indian and Alaskan Native
 - Asian
 - Native Hawaiian and Other Pacific Islander
 - Other
 - Two or More Races
 - Hispanic or Latino Origin
 - **b.** Individuals in Poverty/Low-Income groups

⁵ U.S. Department of Health and Human Services (HHS). "Your Rights Under Section 504 of the Rehabilitation Act" Jun 2006. Web. 5 Oct. 2015. http://www.hhs.gov/sites/default/files/ocr/civilrights/resources/fact-sheets/504.pdf

⁶ U.S. Department of Justice. "Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency". 07 Aug 2015. Web. 5 Oct. 2015. http://www.justice.gov/crt/executive-order-13166.

The second part of the population identification component, as guided by other federal regulations, identified the following demographic or socioeconomic select population groups which may face transportation challenges:

- c. Female Householder with Children under 18
- d. School-age Children (ages 5-19)
- e. Aging Individuals (≥65)
- f. Individuals with a Disability
- g. Individuals with limited English proficiency (LEP), including the top five LEP language groups in Rhode Island, as follows:
 - Spanish
 - Other Indo-European
 - French, Haitian, or Cajun
 - Other Asian and Pacific Island
 - Chinese (including Mandarin and Cantonese

Thresholds

Thresholds were developed in an effort to create a metric or screening tool to identify populations with a "significant presence." The "greater than or equal to the state average" threshold is intended to identify greater percentages of select population groups in the state. The threshold was utilized with the goal of identifying concentrated groups based on state averages without the intent of overlooking any "readily identifiable" populations. The numeric thresholds used to quantify a significant presence of the select population group vary per indicator. Select populations that are above the state average qualify as a significant presence. The "greater than or equal to the state average" threshold is used for all but one Select Population Group: individuals with limited English proficiency. For the limited English proficiency SPG, the Safe Harbor thresholds were used to ensure increased inclusivity. The MPO is in compliance

with Title VI obligations by incorporating Safe Harbor thresholds in the analysis. Safe Harbor thresholds are typically applied to written documents, however the goal of the threshold remains within this analysis: to identify those populations with limited English proficiency using a threshold that is both inclusive and identifies multiple language groups within a given geography.

Data Source

American Community Survey (ACS)

The U.S. Census Bureau data product utilized in this analysis was the American Community Survey (ACS). The ACS is an ongoing annual sample-based survey of the United States population. The most recent 5-year estimates completed in 2019 was utilized for this analysis. The ACS data provides basic demographic information similar to the decennial Census, but also provides far greater detail on various demographic and socioeconomic characteristics, including the following relevant data that will be utilized in this analysis:

- Minority Individuals (Race)
- Hispanic or Latino Origin
- School Age Children (Ages 5-19)
- Aging Individual (Age ≥ 65)
 - Data Source = 2019 ACS Table DP05
- Individuals in Poverty/Low-Income (200% of Poverty Level)

⁷ U.S. Department of Health and Human Services. "Fact Sheet on Guidance to Federal Financial Assistance Recipients Regarding Title VI Prohibition against National Origin Discrimination Affecting Limited English Proficient (LEP) Persons". Web. 18 Sept. 2017. http://www.hhs.gov/civil-rights/for-individuals/special-topics/limited-english-proficiency/fact-sheet-guidance/index.html.

- Data Source = 2019 5-Year ACS Table S1701
- Female householder with children under 18
 - Data Source = 2019 5-Year ACS Table 11005
- Individuals with a Disability
 - Data Source = 2019 5-Year ACS Table S1810
- Individuals with limited English proficiency
 - Data Source = 2019 5-Year ACS Table B16001

The ACS is based on sample data, or a "snapshot," collected by the U.S. Census Bureau (as opposed to 100 percent counts of the population in the decennial Census). As a result, there is a noted margin of error (where available) indicated in each of the statewide averages where ACS data is utilized.

Population Totals

Due to the use of multiple data sources, and multiple American Community Surveys, the total population value varies per select population group. For example, the individuals in poverty/low-income SPG utilizes 2019 ACS data from a survey with a total population count of 1,057,231. The individuals with limited English proficiency SPG also utilizes 2019 ACS data, however the total population count within that survey is equal to 1,002,559, which is limited to persons 5 years old and older.

Mapping

Data for each of the seven select population groups were mapped using Geographic Information Systems (GIS) to visually identify the locations of concentrated Select Population Groups. Using the GIS maps created, further analysis was conducted on transportation infrastructure projects in the FFY 2022-2025 STIP and potentially impacted groups to ensure nondiscrimination and the equitable distribution of transportation investments. The seven select

population groups were mapped at the U.S. Census tract level for all Rhode Island tracts.

Demographic and socioeconomic factors were mapped using a thematic (quantitative progression) method to capture populations that may not meet or exceed the statewide average for that indicator; populations that may bypass inclusion in the "greater than or equal to" threshold were acknowledged for their select population group presence.

The following is a list of the nineteen maps created for the TEBA, per select population group:

- 1. Figure 5-4: Percentage of Minority Individuals in RI by U.S. Census Tract
 - a. Figure 5-5: Percentage of Black or African American Individuals in RI by U.S. Census Tract
 - b. Figure 5-6: Percentage of American Indian and Alaskan Native Individuals in RI by U.S. Census Tract
 - **c.** Figure 5-7: Percentage of Asian Individuals in RI by U.S. Census Tract
 - **d.** Figure 5-8: Percentage of Hawaiian and Other Pacific Islander Individuals in RI by U.S. Census Tract
 - **e.** Figure 5-9: Percentage of Other Individuals in RI by U.S. Census Tract
 - **f.** Figure 5-10: Percentage of Two or More Race Individuals in RI by U.S. Census Tract
 - g. Figure 5-11: Percentage of Hispanic or Latino Origin Individuals in RI by U.S. Census Tract
- 2. Figure 5-12: Percentage of Individuals in Poverty or with a Low-Income in RI by U.S. Census Tract
- Figure 5-13: Percentage of Female Householders with Children under 18 in RI by U.S. Census Tract

- **4.** Figure 5-14: Percentage of School-Age Children in RI by U.S. Census Tract
- 5. Figure 5-15: Percentage of Aging Individuals in RI by U.S. Census Tract
- **6.** Figure 5-16: Percentage of Individuals with Disabilities in RI by U.S. Census Tract

Maps using the state average threshold were produced for limited English proficiency and the top five limited English proficiency language groups. Thematic maps for the limited English proficiency category would have yielded very few tract results, as some of the top five language groups only have one or two Census tracts represented as a significant presence using the Safe Harbor threshold.

- 7. Figure 5-17: Percentage of Limited English Proficiency (LEP) Individuals in RI by U.S. Census Tract
 - **a.** Figure 5-18: Percentage of LEP Individuals in RI by U.S. Census Tract Spanish
 - Figure 5-19: Percentage of LEP Individuals in RI by U.S. Census Tract – Other Indo-European
 - c. Figure 5-20: Percentage of LEP Individuals in RI by U.S. Census Tract French, Haitian, or Cajun
 - d. Figure 5-21: Percentage of LEP Individuals in RI by U.S. Census Tract – Other Asian and Pacific Island
 - e. Figure 5-22: Percentage of LEP Individuals in RI by U.S. Census Tract Chinese (incl. Mandarin and Cantonese)

Population Definitions

The following are the definitions of the select population groups included within the TEBA:

1—Minority (Environmental Justice and Title VI)

According to the Federal Transit Administration (FTA): "A minority population means any readily identifiable group or groups of persons who live in a geographic proximity, and if circumstances warrant, geographically dispersed or transient persons such as migrant workers or Native Americans who will be similarly affected by a proposed [transportation] program, policy or activity."

Minority individuals include persons who identify as any one of the following groups defined by the U.S. Census Bureau in accordance with guidelines provided by the U.S. Office of Management and Budget (OMB):

- Black or African-American
- Hispanic or Latino of any race
- Asian American
- American Indian or Alaska Native
- Native Hawaiian or Pacific Islander

OMB considers Hispanic or Latino of any Race within the minority population because this statistic is a characteristic of ethnicity, it is tracked as a unique select population group. Additionally, for this analysis, we are including these categories:

- Other
- Two or more races

Accordingly, the "non-minority" population consists of all other persons not included in any of the above named groups, namely those

⁸ U.S. Department of Transportation, Federal Transit Administration. "Environmental Justice Policy Guidance for Federal Transit Administration Recipients." 15 Aug 2012. Page 6. http://www.fta.dot.gov/documents/FTA EJ Circular 7.14-12 FINAL.pdf

identifying as non-Hispanic white alone. For this analysis, the category of "not Hispanic or Latino, white alone" has been subtracted from the state's total 2019 ACS population to determine the state's total minority population.

The minority category is protected under the Environmental Justice Executive Order 12898, and is also pertinent to Title VI.

State Average: 28% of the RI population (1,057,231) identifies as minority

Source: ACS 2019 Table DP05

Margin of error: +/- 958

2—Individuals in Poverty/Low-Income (Environmental Justice)

For the TEBA analysis, the ACS poverty thresholds (below 200% of poverty) were utilized. The ACS poverty thresholds were selected because the data featured the number of individuals within the population as opposed to the number of families or households in the state. It was concluded that data pertaining to individuals rather than number of families or households would be more inclusive. Additionally, the ACS threshold was selected to account for the state's high cost of living relative to nationally defined poverty thresholds, and to capture the greatest number of individuals living within the margins of poverty in Rhode Island.

According to the ACS's 2019 figures for poverty status in the past 12 months, "Below 200% of poverty" includes all those described as "in poverty" under the official definition, plus some people who have income above poverty but less than 2 times their poverty threshold." ⁹

The U.S. Census Bureau established poverty status for individuals based on a combination of an individual's household composition, size, and income. The individuals in poverty/low-income category is protected in the Environmental Justice Executive Order 12898.

State Average: 26.9% of the RI population (273,377 of 1,016,506) lives at or below 200 percent of the national poverty level (poverty status in the last 12 months for individuals)

Source: ACS 2019 Table S1701

Margin of error: +/- 4,791

3—Female Households with Children Under 18

The female households with children under 18 select population group was included within the TEBA analysis to reflect the transportation challenges associated with being a single mother. Single mothers are often lower-earning families and are also more likely to cite location as a reason for difficulty, due to a lack of childcare facilities in lower-income neighborhoods – and perhaps, barriers to accessing affordable reliable transportation.

State Average: 8.0% of the RI population (32,766 of 410,489) lives in a female household (no male or husband present) with children under 18

Source: ACS 2019 Table B11005

Margin of error: +/- 1,382

4—School-Age Children

The school-age children select population group was included within the TEBA analysis to reflect the transportation challenges associated with a young demographic, who are typically dependent on adults for transportation, including trips to school. Children commute to school in many ways. Travel modes outlined within the "How Children Get to School" travel pattern report by the National Center for Safe Routes to School include: family vehicle, walking, biking, school bus, transit, or other.¹⁰

For the TEBA Analysis, the age range designated to school-age children is 5-19 years of age. There is comprehensive Census data to support the aforementioned age bracket, which was selected to be inclusive of students in both primary and secondary school.

State Average: 17.8% of the RI population (188,218 of 1,057,231) is aged 5-19

Source: ACS 2019 Table DP05

Margin of error:

- » 5-9 years +/-1,223
- » 10-14 years +/- 1,259
- » 15-19 years +/- 580

5—Aging Population (≥65)

Aging individuals, as well as individuals of all ages are protected from age discrimination under the Age Discrimination Act of 1975. While each aging individual may not experience mobility challenges, the likelihood of a mobility challenge increases with an individual's age. The aging population group (aged 65 and older) was selected for analysis because this population qualifies for select mobility programs with an age requirement in the state. For example, the Rhode Island Public Transit Authority (RIPTA) offers individuals aged 65 and older the opportunity to ride a RIPTA bus at a discounted rate with a RIPTA "Reduced Fare Bus ID pass" at off-peak commuting times.

Aging individuals, in addition to individuals of all ages, are protected from age discrimination under the Age Discrimination Act of 1975.

State Average: 16.8% of the RI population is ≥ age 65 (177,889 of 1,057,231)

Source: ACS 2019 Table S1701

Margin of error:

- » 65-74 years +/- 241
- » 75-84 years +/- 868
- » 85 years and over +/- 832

6—Individuals With A Disability

The individuals with a disability select population group was selected for inclusion within the TEBA as this group may experience limited travel mobility due to a disability. Additionally, this group may exhibit different travel patterns and needs than other population groups.

¹⁰ National Center for Safe Routes to School. "How Children Get to School: School Travel Patterns From 1969-2009." November 2011. 07 Dec. 2015. http://saferoutesinfo.org/sites/default/files/resources/NHTS school travel report 2011 0.pdf

Individuals with a disability were identified according to the ACS identification of serious difficulty with four basic areas of functioning—hearing, vision, cognition, and ambulation. The functional limitations namely include bathing and dressing, and difficulty performing errands such as shopping, or visiting a doctor's office alone.

State Average: 13.4% of the civilian non-institutionalized population (139,446 of 1,041,575) has a disability

Source: ACS 2019 Table S1810

Margin of error: +/- 2,569

7—Individuals with Limited English Proficiency (LEP)

The inability to speak English "very well" can be a barrier to accessing goods and services, including transportation. Additionally, identifying the limited English proficiency populations and their locations serves as a critical component to the Division of Statewide Planning's outreach efforts, particularly in assessing the need to develop the Division's publications and written materials in additional languages.

The 2019 5-Year ACS features a table entitled, "Language spoken at home by ability to speak English for the population 5 years and over." The LEP Federal Interagency website (Lep.gov) defines LEP individuals as those individuals that self-identified as speaking English "less than very well" in the aforementioned ACS table. 11

Individuals with LEP are protected from discrimination under Executive Order 13166, Improving Access to Service Persons with Limited English Proficiency.

State Average: 8.5% of the RI population ≥ age 5 speaks English "less than very well" (84,875 of 1,002,559)

Source: ACS 2019 Table B16001

Margin of error: There are 12 language groups included within Table B16001. Each language group features a margin of error for the "speak English less than very well" value. Due to the combination of data values, there is not a margin of error available for the combined LEP language groups.

The 2019 5-year ACS Survey data was also used to identify the top 5-LEP language groups in the State of Rhode Island within the analysis.

- 1. Spanish
- 2. Other Indo-European
- 3. French, Haitian, or Cajun
- 4. Other Asian and Pacific Island
- 5. Chinese (incl. Mandarin and Cantonese)

Key Findings: Population Identification

Of the 240 Census tracts considered in the TEBA analysis, there are 10 without SPG tract designation, which suggests that 230 or 95.8% of Rhode Island's Census tracts are designated as select population group tracts from one or more select population groups (Figure 5-1: SPG Tracts and Non-SPG Tracts).

In addition, as depicted in Table 5-1, Select Population Group Figures, and Table 5-2, Presence of Select Population Groups in Rhode Island, the population identification component of the TEBA suggests Rhode Island's highest state averages among the select population groups (SPG) include the minority population group (28.0% of Rhode Island's population) and the low-income population group (26.9% of Rhode Island's population).

The select population group with the greatest Census tract representation in the state is the individuals with a disability SPG. While only 13.4% of the population as a whole, there is a significant presence (above the state average) of individuals with a disability in 114 of Rhode Island's 240 Census tracts, or 47.5% of Rhode Island's Census tracts. There are several other SPG tracts representing significant SPG presence among the following populations: aging individuals (50.4% of RI tracts), individuals in poverty/low income (41.7% of RI tracts), school-age children (37.5% of RI tracts), and minority individuals (36.7% of RI tracts).

Table 5-1: Select Population Group Figures

Select Population Group Code	Select Population Groups (SPG)	Total RI Population within the Data Source	Total SPG Population in RI	Percentage of RI Population
1	Minority Individuals (Race)	1,057,231	295,799	28.0%
1.1	Black or African American		71,561	6.8%
1.2	American Indian & Alaskan Native		5,277	0.5%
1.3	Asian		35,958	3.4%
1.4	Native Hawaiian & Other Pacific Islander		810	0.1%
1.5	Other		57,807	5.5%
1.6	Two or More Races		35,221	3.3%
1.7	Hispanic or Latino Origin	1,057,231	163,226	15.4%
2	Individuals in Poverty/Low-Income (200% of Poverty Level)	1,016,506	273,377	26.9%
3	Female Householder w/Children under 18	410,489	32,766	8.0%
4	School-Age Children (Ages 5-19)	1,057,231	188,218	17.8%
5	Aging Individuals (≥ 65)	1,057,231	177,889	16.8%
6	Individuals w/ a Disability	1,041,575	139,446	13.4%
7	Individuals w/Limited English Proficiency (All Languages)	1,002,559	84,875	8.5%
	Top 5 LEP Language Groups in the State of RI		•••••	• • • • • • • • • • • • • • • • • • • •
7.1	Spanish	1,002,559	52,056	5.2%
7.2	Other Indo-European	1,002,559	13,911	1.4%
7.3	French, Haitian, or Cajun	1,002,559	4,840	0.5%
7.4	Other Asian and Pacific Islander	1,002,559	4,829	0.5%
7.5	Chinese (includes Mandarin and Cantonese)	1,002,559	3,664	0.4%
8	Carless Households	410,489	38,759	9.4%

Table 5-2: Presence of Select Population Groups in Rhode Island

Select Population Group Code	Select Population Groups (SPG)	Significant Presence Threshold*	Number of Tracts the Meet Threshold	Percentage of Total Census Tracts**
1	Minority Individuals (Race)	≥28.0% SA	87	36.3%
1.1	Black or African American	≥6.8% SA	88	36.7%
1.2	American Indian & Alaskan Native	≥0.5% SA	64	26.7%
1.3	Asian	≥3.4% SA	87	36.3%
1.4	Native Hawaiian & Other Pacific Islander	≥0.1% SA	21	8.8%
1.5	Other	≥5.5% SA	63	26.3%
1.6	Two or More Races	≥3.3% SA	100	41.7%
1.7	Hispanic or Latino Origin	≥15.4% SA	70	29.2%
2	Individuals in Poverty/Low-Income (200% of Poverty Level)	≥26.9% SA	100	41.7%
3	Female Householder w/Children under 18	≥8.0% SA	89	37.1%
4	School-Age Children (Ages 5-19)	≥17.8% SA	90	37.5%
5	Aging Individuals (≥ 65)	≥16.8% SA	121	50.4%
6	Individuals w/ a Disability	≥13.4% SA	114	47.5%
7	Individuals w/Limited English Proficiency (All Languages)	≥8.5% SA	74	30.8%
	Top 5 LEP Language Groups in the State of RI			
7.1	Spanish	5.0%	58	24.2%
7.2	Other Indo-European	5.0%	13	5.4%
7.3	French, Haitian, or Cajun	5.0%	5	2.1%
7.4	Other Asian and Pacific Islander	5.0%	2	0.8%
7.5	Chinese (includes Mandarin and Cantonese)	5.0%	2	0.8%
8	Carless Households	≥9.4% SA	96	40.0%
	•			

^{*} Significant Presence Threshold is the threshold that quantifies whether there is a significant presence of the select population group within a census tract.

[&]quot;SA" is an abbreviation of state average.

^{**} The total number of census tracts within Rhode Island, excluding water-only tracts and the airport, is 240 tracts. There are a total of 244 US census tracts in the state of Rhode Island.

STIP Project Distribution

Analysis Overview

To assess the distribution of projects within FFY 2022-2025 of the FFY 2022-2031 STIP, the state developed the Transportation Equity Benefit Analysis, or TEBA. For the TEBA, select population group data in Rhode Island was paired with STIP project and investment locations to assess the distribution of the transportation investments.

Methodology

Select Population Groups (SPG)

Utilizing the finalized list of Select Population Groups (SPG) identified in the population identification component, the Census tracts with populations at or above the state average for each SPG or category were identified, with the exception of individuals with limited English proficiency, which utilized the Safe Harbor threshold:

- 1. Minority individuals
- 2. Individuals in poverty/low-income groups
- 3. Female Householder with Children under 18
- 4. School-age Children (ages 5-19)
- 5. Aging Individuals (≥65)
- 6. Individuals with a Disability
- 7. Individuals with limited English proficiency (LEP), including the top five LEP language groups in Rhode Island, as follows:
 - Spanish
 - Other Indo-European
 - French, Haitian, or Cajun
 - Other Asian and Pacific Island
 - Chinese (including Mandarin and Cantonese)

Selected Projects and Funding Programs

Next, the TEBA utilized project costs within six of the STIP's funding programs and paired it with select population group data. All projects with site specific physical locations, and funded at any point between FFY 2022-2025 were included within the analysis. Project data within the following six funding programs were highlighted within the analysis:

- Bridge Program
- Corridor Projects Program
- Major Capital Projects Program
- Pavement Program
- Traffic Safety Program
- Active Transportation Program

Administrative and operational costs and statewide line items not associated with a physical location were not identified in this geographically-driven analysis.

Select Population Group Tracts

For the TEBA analysis, the geographic locations of the select population groups, or SPG tracts, were identified in relation to the number and value of FFY 2022-2025 STIP projects in Rhode Island.

Dividing Investments Based on Location

Most assets had an investment value associated with a single location, located in a single Census tract. However, there were a limited number of instances in which a project occurred in multiple Census tracts.

In instances where a project overlapped neighboring tracts relatively equally (ex. half of a roadway improvement in one tract, the other half in another tract), the investment associated with that asset was split equally between both Census tracts.

In instances where a mapped project overlapped a neighboring Census tract by more than half, funding was allocated in full to the tract which held the majority of the project in an effort to avoid overlap in the allocation of investments. In instances where a mapped project occurred in several different locations, project funds were divided by the number of mapped locations and split. For example, if a project had an investment of \$100,000 and featured points in a Johnston tract and a Pawtucket tract, \$50,000 was allocated to each tract.

Note that for the investment portion of the analysis, assets included in the STIP federal fiscal years 2022-2025 was used. The "Total Investment" also excludes assets that are not site specific, i.e., Operations.

Combining SPG and STIP Projects and Investments

Using the Select Population Group (SPG) and the STIP project data within each of the six STIP programs, the following data tables were created for the analysis:

- Table 5-3: Distribution of Assets and Investments in Tracts with a Significant Presence of Minority Individuals
- Table 5-4: Distribution of Assets and Investments in Tracts with a Significant Presence of Individuals in Poverty or with a Low-Income (200% of Poverty)
- Table 5-5: Distribution of Assets and Investments in Tracts with a Significant Presence of Female Householders with Children under 18

- Table 5-6: Distribution of Assets and Investments in Tracts with a Significant Presence of School-Age Children (5-19)
- Table 5-7: Distribution of Assets and Investments in Tracts with a Significant Presence of Aging Individuals (≥65)
- Table 5-8: Distribution of Assets and Investments in Tracts with a Significant Presence of Individuals with a Disability
- Table 5-9: Distribution of Assets and Investments in Tracts with a Significant Presence of Limited English Speaking Populations

Findings

Key Findings: Select Population Groups

Based on the data within Table 5-10: Summary Table of SPG Tracts and Allocated Investments, it appears that the percentage of STIP asset costs allocated to select population group tracts exceeds the percentage of tracts identified as SPG tracts in the State of Rhode Island for all select population groups, except for aging individuals which comprise 50.4% of SPG tracts with 43.9% of STIP asset costs allocated.

Of all RI tracts, 37.5% are school-age SPG tracts, and 54.9% of all STIP asset costs allocated between FFY 2022- 2025 have been allocated to school-age tracts meeting the SPG threshold. The trend of elevated percentages of funds allocated to SPG tracts repeats for individuals with disabilities and individuals with limited English proficiency SPG tracts. The individuals with disabilities SPG tracts of represent 47.5% of RI tracts, with 64.9% STIP asset costs allocated to SPG tracts. Finally, the individuals with limited English proficiency SPG tracts comprise 30.8% of all RI tracts, and includes 46.5% of STIP asset costs allocated.

Key Findings: Environmental Justice (EJ)

The allocation of investments in minority and individuals in poverty/low income tracks is summarized in Table 5-10: Summary Table of SPG Tracts and Allocated Investments. The assessment highlighted the following findings: Of all RI tracts, 36.3% are minority SPG tracts, and 50.7% of all STIP asset costs between FFY 2022-2025 have been allocated to minority tracts meeting the SPG threshold. The SPG tracts for individuals in poverty/ low income represent 41.7% of tracts in the state, and have 50.5% of asset costs allocated to them from all STIP asset costs allocated.

After evaluating the groups as two individual select population groups, the minority and individuals in poverty/low-income SPG tracts were combined to assess tracts with significant representation from one, or both EJ populations. For this portion of the analysis, these tracts with significant representation of one or both EJ population groups will be referred to as Environmental Justice, or EJ SPG tracts. Figure 5-2: Environmental Justice SPG Tracts, illustrates all EJ SPG tracts in Rhode Island. In instances where there was representation from both select population groups that met their respective SPG tract thresholds, tracts were counted once to eliminate overlap. The funding associated with the EJ SPG tracts were analyzed throughout the state according to the specific STIP investments. The results of this analysis can be found in Table 5-10: Environmental Justice SPG Tract Funding Summary.

There is a total of 73 EJ SPG tracts in RI, or 30.3% (73/240 tracts). The total percentage of all STIP asset costs allocated to EJ SPG Tracts within the four fiscally constrained is 49.3% exceeding the percentage of designated EJ

SPG tracts throughout RI (30.3%). Furthermore, almost half of the percentage of all STIP site specific asset costs allocated to SPG Tracts reach environmental justice select population group tracts.

Transit Access Analysis

In addition to evaluating the select population groups, carless households were analyzed as this population is more likely to be dependent on public transportation for their transportation needs. Therefore a transit access analysis was completed for Rhode Island's carless households. Additionally, each of the select population groups was included in the transit access analysis, as individuals within the select population groups may also rely upon transit services.

The 2019 ACS 5-Year data was used to determine the total number of households in RI (410,489) and the total number of carless households (38,759) to calculate the state percentage of carless households (9.4%). Of Rhode Island's 240 tracts, 96 or 40.0% of tracts have a significant presence of carless households, as shown in Figure A-3: Carless Household's Transit Access. Next, RIPTA's bus routes along with each set of SPG tracks were mapped to evaluate transit access across all select population groups as summarized in Table 5-12 Transit Access Summary. Of the 96 carless household SPG tracts in the state, 95, or 99% of tracts intersect with RIPTA routes.

In addition, for each of the select population groups, the number of SPG tracts intersecting RIPTA routes yield high percentages in relation to the total number of SPG tracts per group. Percentages of SPG tracts intersecting RIPTA routes range from the high eighties to the high nineties for each group. Eighty-seven percent of

aging SPG tracts intersect with RIPTA bus routes, while 99% of minority, poverty/low-income, and a combination of both population tracts (EJ tracts) intersect with RIPTA bus routes.

Conclusion

Of all tracts in Rhode Island, 96% are SPG tracts, some of which meet the threshold designation with the presence of more than one Select Population Group. The geographic presence of select population groups throughout the state was assessed in relation to the STIP's project investments between FFY 2022-2025.

In an effort to highlight data from select population group tracts that are more geographically concentrated, environmental justice or EJ SPG tracts were analyzed as well: A major finding concludes that 49.3% of the STIP asset costs allocated reach minority and low-income/poverty SPG tracts in Rhode Island.

Finally, a transit access analysis was conducted to determine the percentage of carless household SPGs, along with the other SPG tracks, to determine the percentage of SPG tracts intersecting RIPTA bus routes. The key finding within that analysis is that the majority of all SPG tracts intersect RIPTA bus routes. For the carless households select population group, 99% of all carless household SPG tracts intersect with RIPTA bus routes. Public transit services serve a critical role in providing access to the community, especially to those select population groups, such as carless households, which are more likely to be reliant on transit services. In addition, investments made in roadways, bridges and other transportation infrastructure enhance the transportation system, benefiting all residents and visitors alike in their travel throughout the state.

Table 5-3: Distribution of Assets and Investments in Tracts with a Significant Presence of Minority Individuals

			Within Minority SPG Tracts			
STIP Funding Program	Total # of Assets	Total Investment	# of Assets	% of Total # of Assets	Area Investment	\$ of Total Investment
Active Transportation	34	\$44,070,000	9	26%	\$19,360,000	44%
Bridge	193	\$382,105,000	52	27%	\$117,695,215	31%
Corridor Projects	43	\$17,800,000	13	30%	\$4,263,085	24%
Major Capitol Projects	85	\$800,860,000	41	48%	\$552,359,844	69%
Pavement Program	180	\$178,448,567	41	23%	\$51,607,510	29%
Traffic Safety	51	\$63,528,800	9	18%	\$8,946,563	14%
Total	586	\$1,486,812,367	165	28.2%	\$754,232,217	50.7%

Table 5-4: Distribution of Assets and Investments in Tracts with a Significant Presence of Individuals in Poverty or with a Low-Income (200% of Poverty)

			Within Poverty/Low-Income SPG Tracts				
STIP Funding Program	Total # of Assets	Total Investment	# of Assets	% of Total # of Assets	Area Investment	\$ of Total Investment	
Active Transportation	34	\$44,070,000	14	41%	\$24,955,568	57%	
Bridge	193	\$382,105,000	56	29%	\$103,528,131	27%	
Corridor Projects	43	\$17,800,000	13	30%	\$4,263,085	24%	
Major Capitol Projects	85	\$800,860,000	43	51%	\$549,529,126	69%	
Pavement Program	180	\$178,448,567	70	39%	\$58,671,960	33%	
Traffic Safety	51	\$63,528,800	14	27%	\$11,103,158	17%	
Total	586	\$1,486,812,367	210	35.8%	\$752,051,029	50.6%	

Table 5-5: Distribution of Assets and Investments in Tracts with a Significant Presence of Female Householders with Children under 18

			Within Female Householder with Children SPG Tracts			PG Tracts
STIP Funding Program	Total # of Assets	Total Investment	# of Assets	% of Total # of Assets	Area Investment	\$ of Total Investment
Active Transportation	34	\$44,070,000	8	24%	\$8,160,568	19%
Bridge	193	\$382,105,000	66	34%	\$175,189,756	46%
Corridor Projects	43	\$17,800,000	13	30%	\$4,117,254	23%
Major Capitol Projects	85	\$800,860,000	43	51%	. , ,	49%
Pavement Program	180	\$178,448,567	42	23%		32%
Traffic Safety	51	\$63,528,800	16	31%	\$6,032,698	9%
Total	586	\$1,486,812,367	188	32.1%	\$646,226,989	43.5%

Table 5-6: Distribution of Assets and Investments in Tracts with a Significant Presence of School-Age Children (5-19)

			Within School-Age Children SPG Tracts			
STIP Funding Program	Total # of Assets	Total Investment	# of Assets	% of Total # of Assets	Area Investment	\$ of Total Investment
Active Transportation	34	\$44,070,000	11	32%	\$12,562,500	29%
Bridge	193	\$382,105,000	105	54%	\$233,861,367	61%
Corridor Projects	43	\$17,800,000	23	53%	\$9,946,249	56%
Major Capitol Projects	85	\$800,860,000	46	54%	\$441,352,696	55%
Pavement Program	180	\$178,448,567	80	44%		55%
Traffic Safety	51	\$63,528,800	22	43%	\$19,660,614	31%
Total	586	\$1,486,812,367	287	49.0%	\$816,099,442	54.9%

Table 5-7: Distribution of Assets and Investments in Tracts with a Significant Presence of Aging Individuals (≥65)

			Within Aging SPG Tracts			
STIP Funding Program	Total # of Assets	Total Investment	# of Assets	% of Total # of Assets	Area Investment	\$ of Total Investment
Active Transportation	34	\$44,070,000	31	91%	\$28,467,500	65%
Bridge	193	\$382,105,000	116	60%	\$202,138,151	53%
Corridor Projects	43	\$17,800,000	19	44%	\$6,278,573	35%
Major Capitol Projects	85	\$800,860,000	42	49%	\$254,135,005	32%
Pavement Program	180	\$178,448,567	144	80%	\$111,819,568	63%
Traffic Safety	51	\$63,528,800	38	75%	\$50,586,117	80%
Total	586	\$1,486,812,367	390	66.6%	\$653,424,916	43.9%

Table 5-8: Distribution of Assets and Investments in Tracts with a Significant Presence of Individuals with a Disability

			Within Disability SPG Tracts			
STIP Funding Program	Total # of Assets	Total Investment	# of Assets	% of Total # of Assets	Area Investment	\$ of Total Investment
Active Transportation	34	\$44,070,000	18	53%	\$21,492,247	49%
Bridge	193	\$382,105,000	94	49%	\$184,424,487	48%
Corridor Projects	43	\$17,800,000	22	51%	\$10,192,670	57%
Major Capitol Projects	85	\$800,860,000	70	82%	\$621,028,221	78%
Pavement Program	180	\$178,448,567	113	63%	\$99,458,518	56%
Traffic Safety	51	\$63,528,800	24	47%	\$28,017,112	44%
Total	586	\$1,486,812,367	341	58.2%	\$964,613,255	64.9%

Table 5-9: Distribution of Assets and Investments in Tracts with a Significant Presence of Limited English Speaking Populations

			Within LEP SPG Tracts			
STIP Funding Program	Total # of Assets	Total Investment	# of Assets	% of Total # of Assets	Area Investment	\$ of Total Investment
Active Transportation	34	\$44,070,000	5	15%	\$10,120,000	23%
Bridge	193	\$382,105,000	54	28%	\$105,951,793	28%
Corridor Projects	43	\$17,800,000	11	26%	\$602,859	3%
Major Capitol Projects	85	\$800,860,000	41	48%	\$545,284,405	68%
Pavement Program	180	\$178,448,567	27	15%	\$28,326,089	16%
Traffic Safety	51	\$63,528,800	7	14%	\$1,547,103	2%
Total	586	\$1,486,812,367	145	24.7%	\$691,832,250	46.5%

Table 5-10: Summary Table of SPG Tracts and Allocated Investments

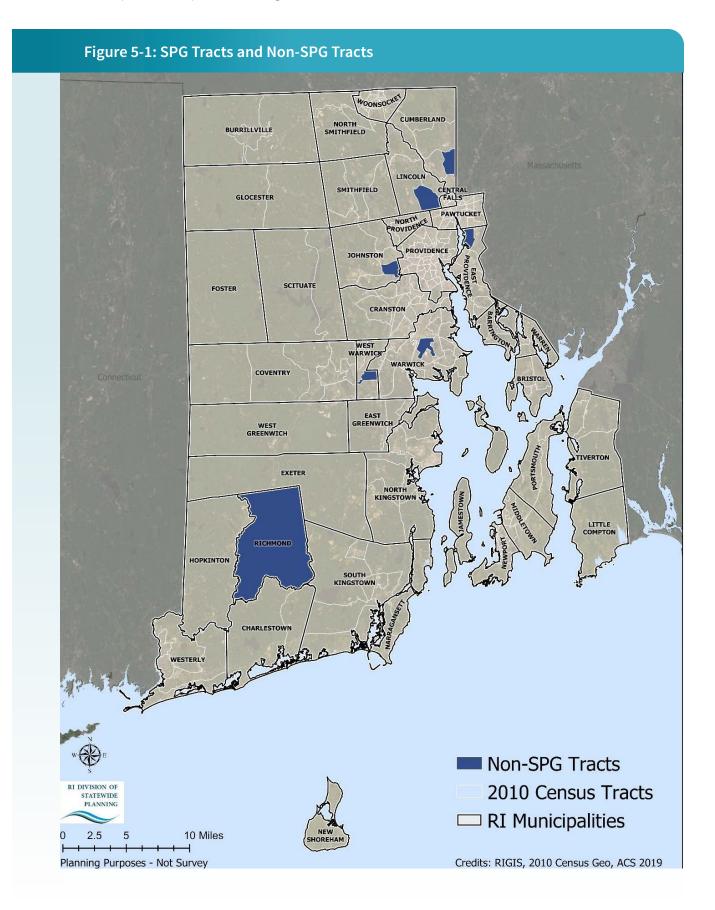
Group Code	Select Population Groups (SPG)	Percentage of Total Census Tracts with a Significant SPG Presence	Percentage of Total Asset Costs Allocated to SPG Tracts
1	Minority Individuals	36.3%	50.7%
2	Individuals in Poverty/Low-Income (200% of Poverty Level)	41.7%	50.6%
3	Female Householders with Children Under 18	37.1%	43.5%
4	School-Age Children (5-19)	37.5%	54.9%
5	Aging Individuals (65)	50.4%	43.9%
6	Individuals with Disability	47.5%	64.9%
7	Individuals with Limited English Proficiency (All Languages)	30.8%	46.5%

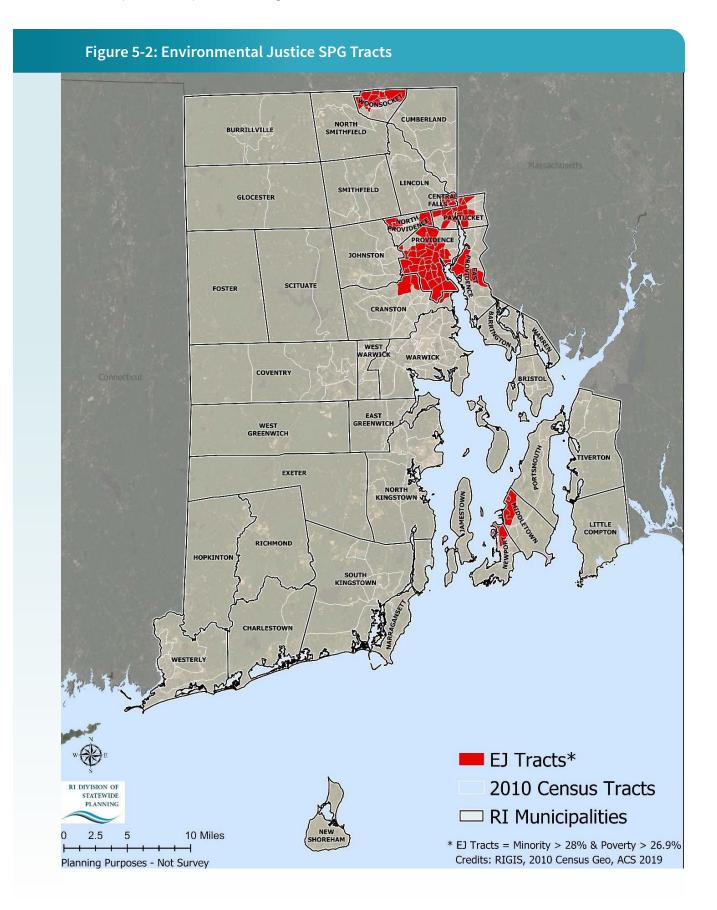
Table 5-11: Environmental Justice SPG Tract Funding Summary

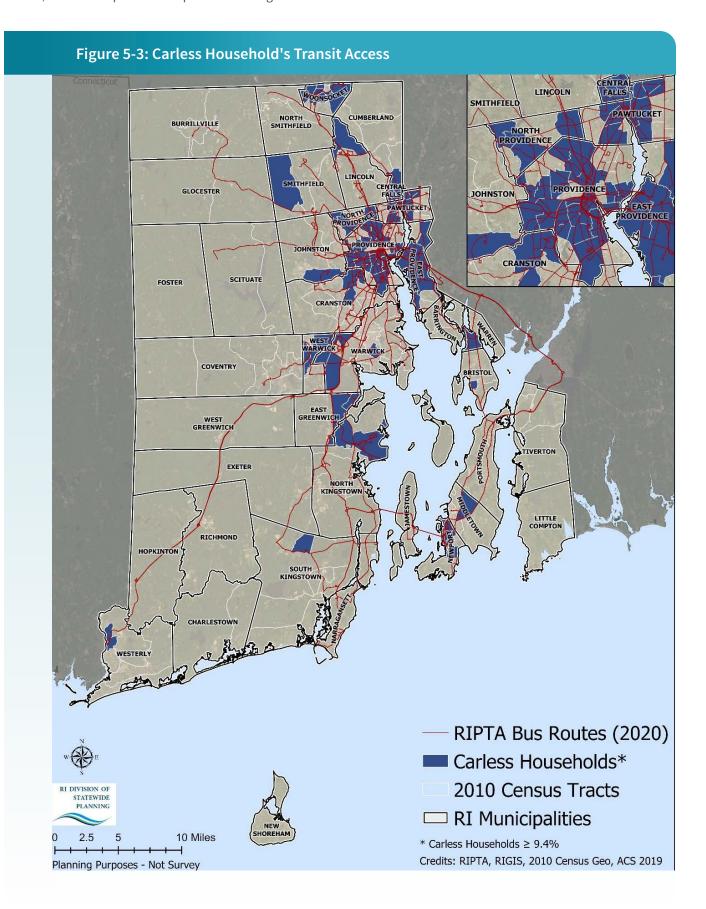
			Within Minority and Low-Income SPG Tracts (73 of RI tracts)			
STIP Funding Program	Total # of Assets	Total Investment	# of Assets	% of Total # of Assets	Area Investment	\$ of Total Investment
Active Transportation	34	\$44,070,000	11	32%	\$22,660,000	51%
Bridge	193	\$382,105,000	46	24%	\$89,885,422	24%
Corridor Projects	43	\$17,800,000	13	30%	\$4,263,085	24%
Major Capitol Projects	85	\$800,860,000	36	42%	\$564,117,794	70%
Pavement Program	180	\$178,448,567	33	18%	\$43,318,046	24%
Traffic Safety	51	\$63,528,800	9	18%	\$8,946,563	14%
Total	586	\$1,486,812,367	148	25.3%	\$733,190,909	49.3%

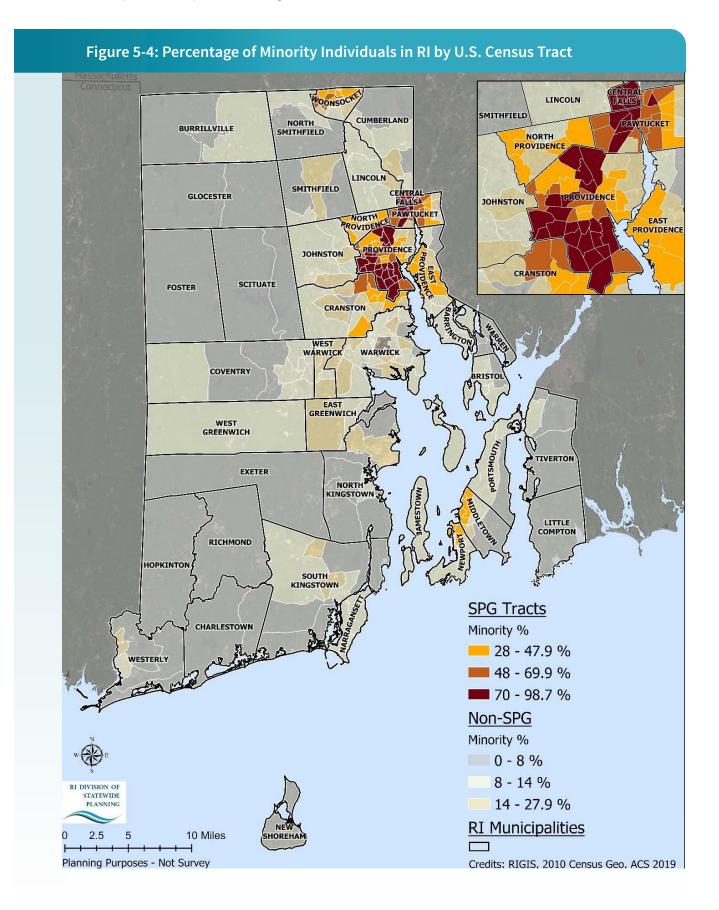
Table 5-12: Transit Access Summary

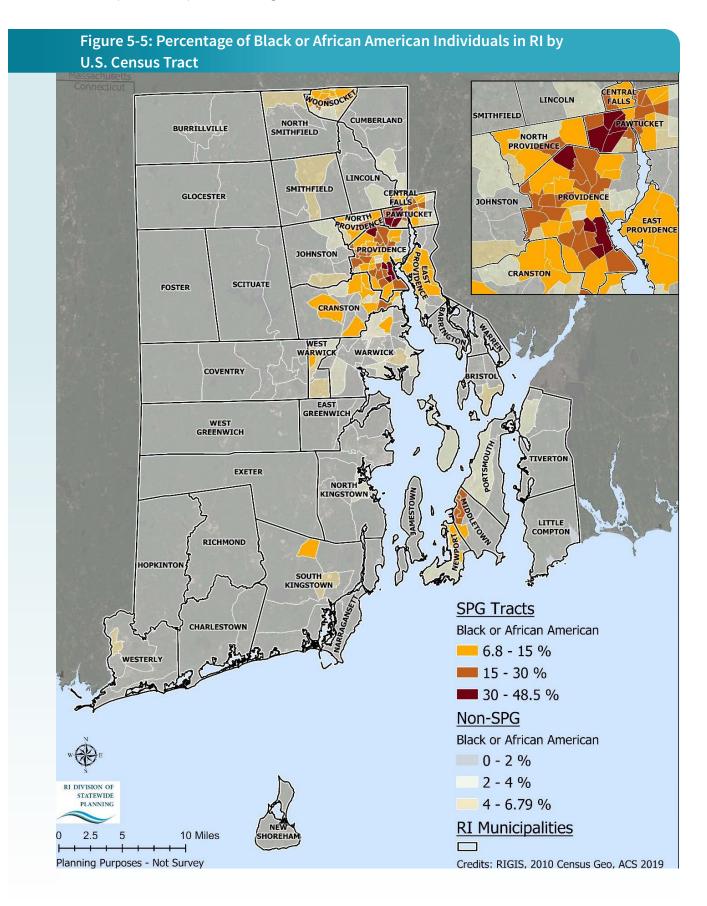
Group Code	STIP Funding Program	Total SPG Tracts	Number of SPG Tracts Intersecting RIPTA Routes	Percentage SPG Tracts Intersecting RIPTA Routes
1	Minority Individuals	87	86	99%
1.1	Black or African American	88	87	99%
1.2	American Indian & Alaskan Native	64	61	95%
1.3	Asian	87	83	95%
1.4	Native Hawaiian & Other Pacific Islander	21	21	100%
1.5	Other	63	62	98%
1.6	Two or More Races	100	95	95%
1.7	Hispanic or Latino Origin	70	69	99%
2	Individuals in Poverty/Low-Income (200% of Poverty Level)	100	97	97%
	Environmental Justice Tracts (Minority & Poverty/ Low-Income)	73	72	99%
3	Female Householder w/Children under 18	89	84	94%
4	School-Aged Children (Ages 5-19)	90	84	93%
5	Aging Individuals (≥65)	121	105	87%
6	Individuals with a Disability	114	111	97%
7	Individuals with Limited English Proficiency (All Languages)	74	74	100%
	Top 5 LEP Language Groups in the State of RI			
7.1	Spanish	58	58	100%
7.2	Other Indo-European	13	13	100%
7.3	French, Haitian, or Cajun	5	5	100%
7.4	Other Asian and Pacific Islander	2	2	100%
7.5	Chinese	2	2	100%
8	Carless Households	96	95	99%

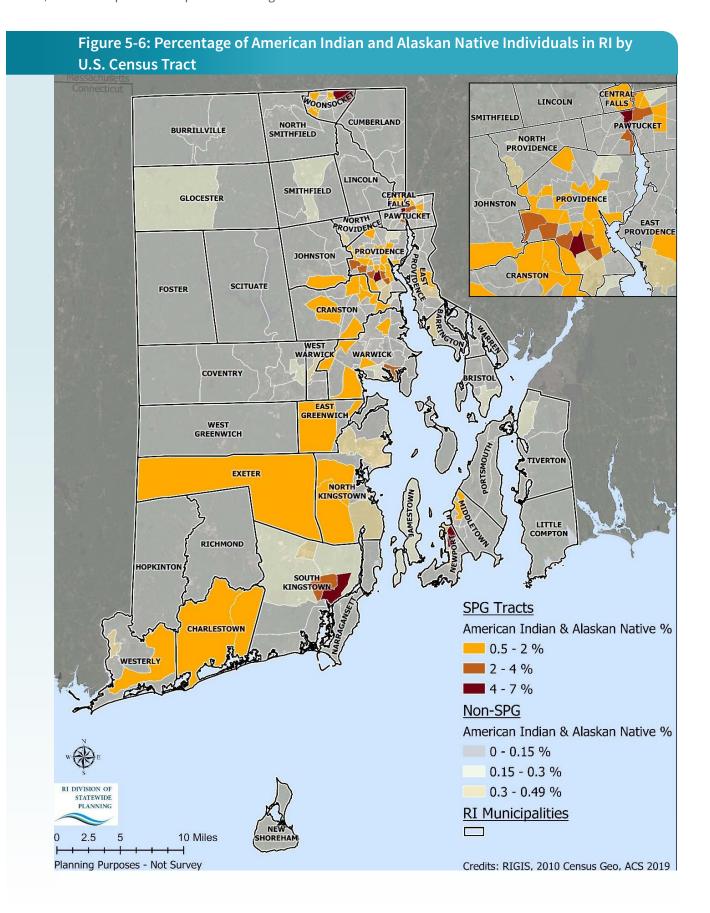


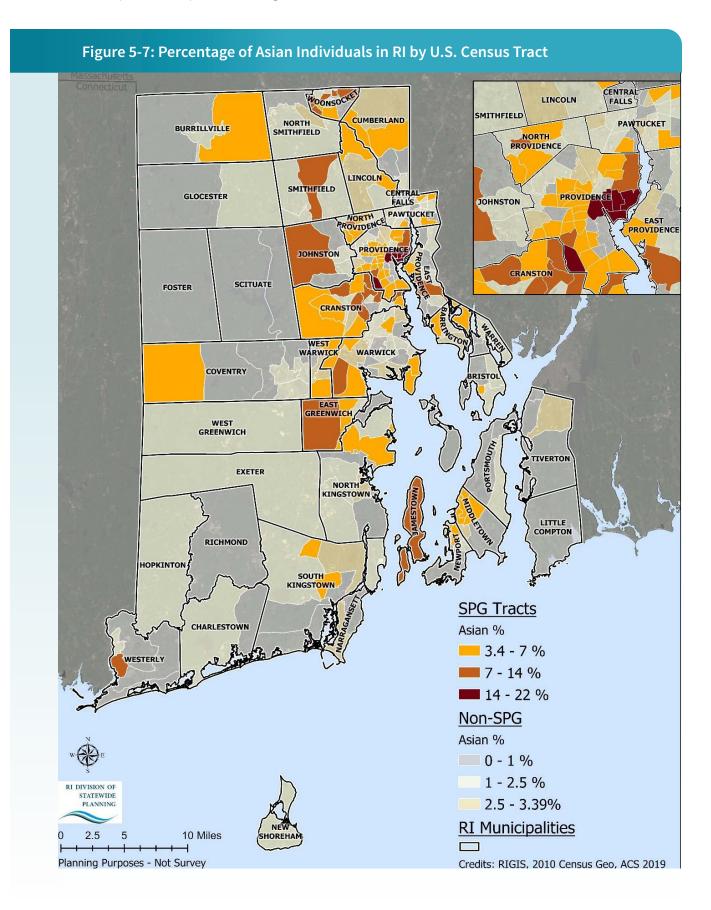


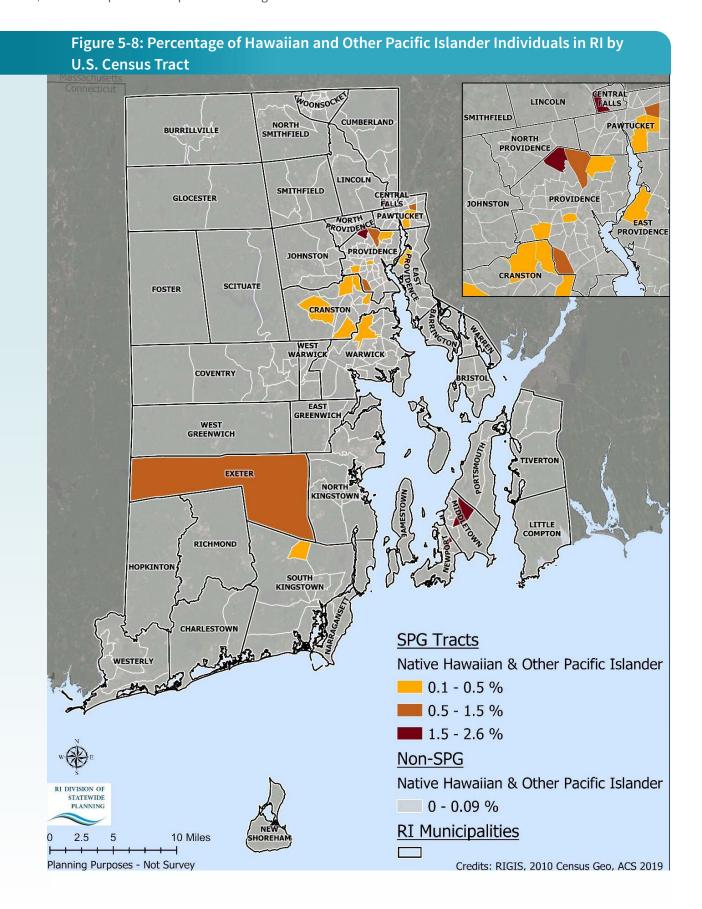


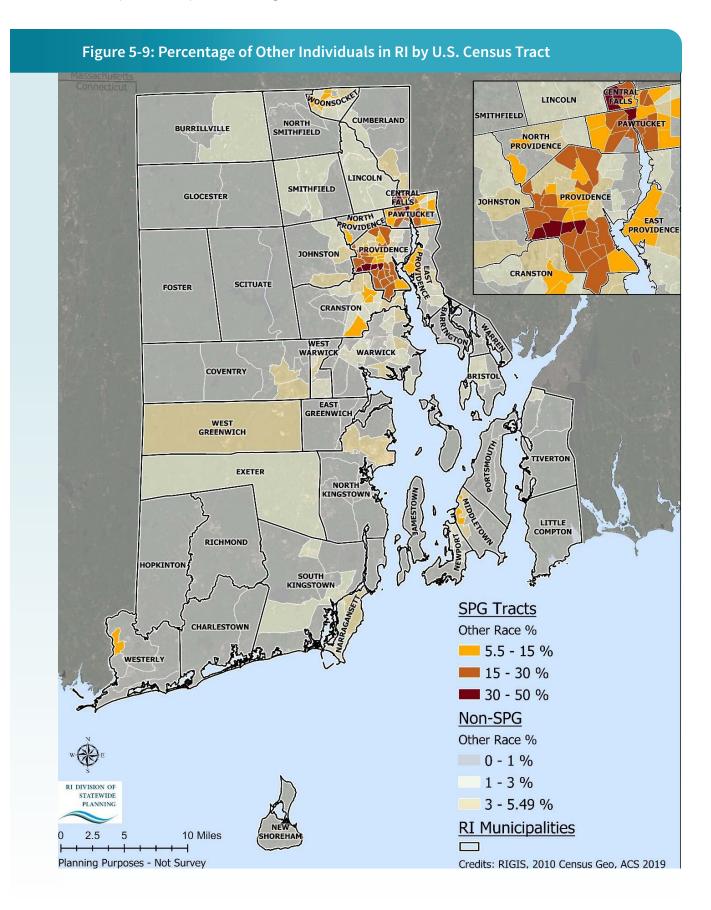


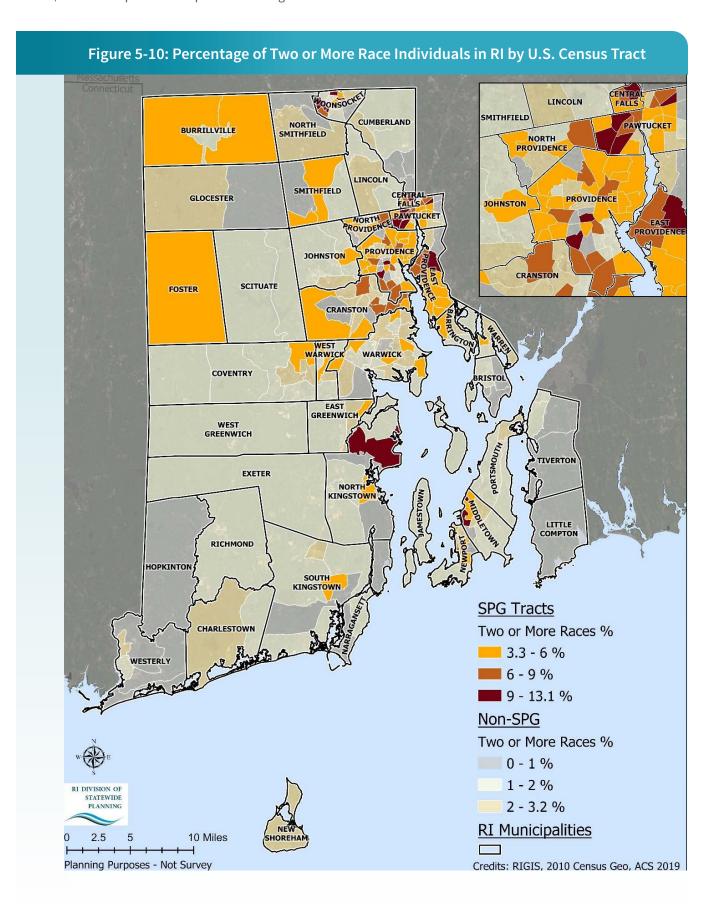


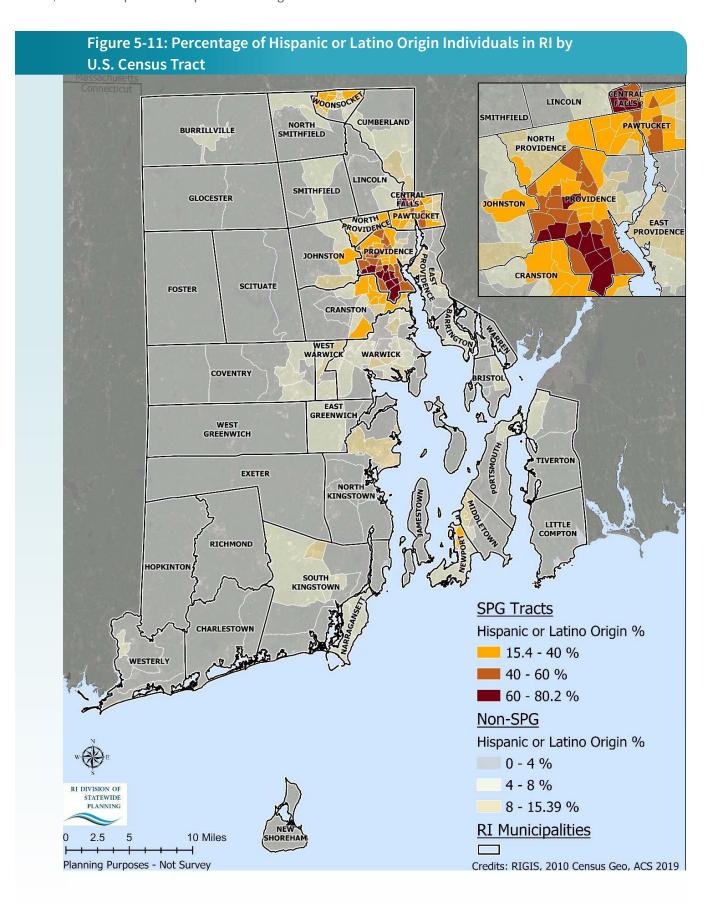


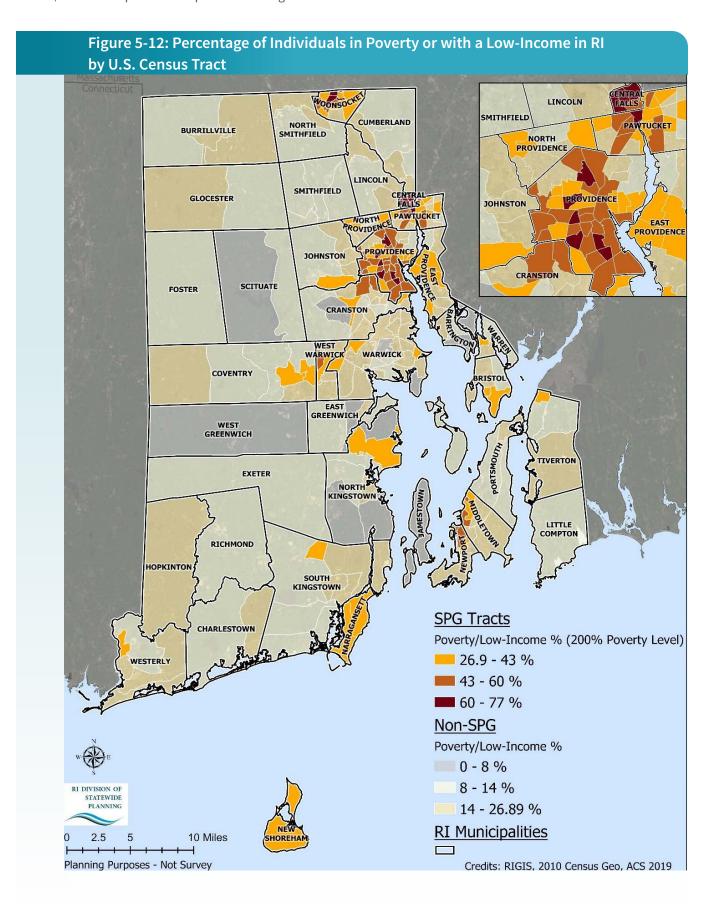


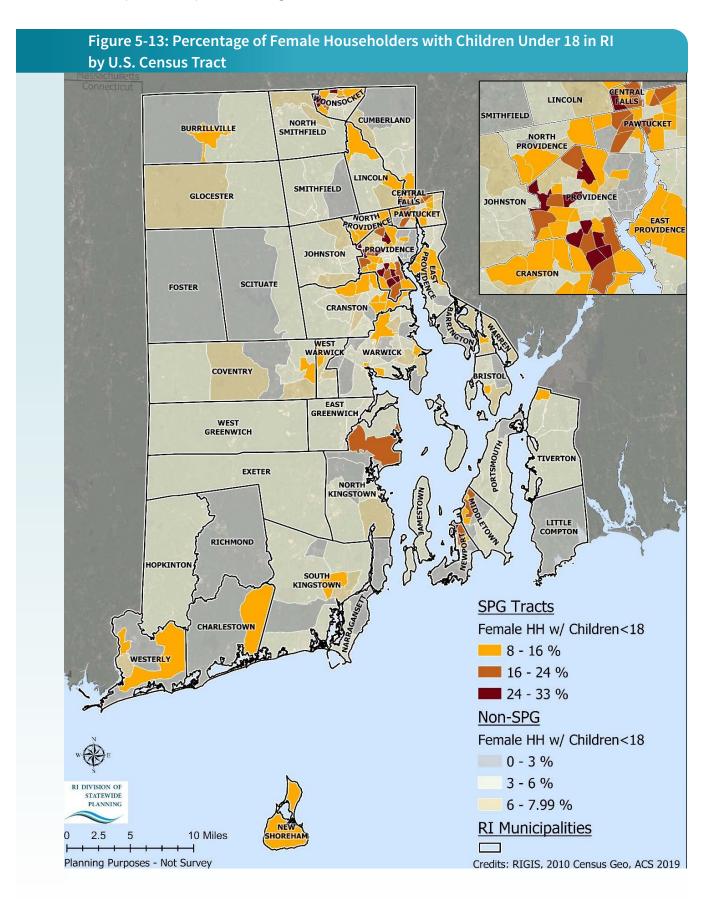


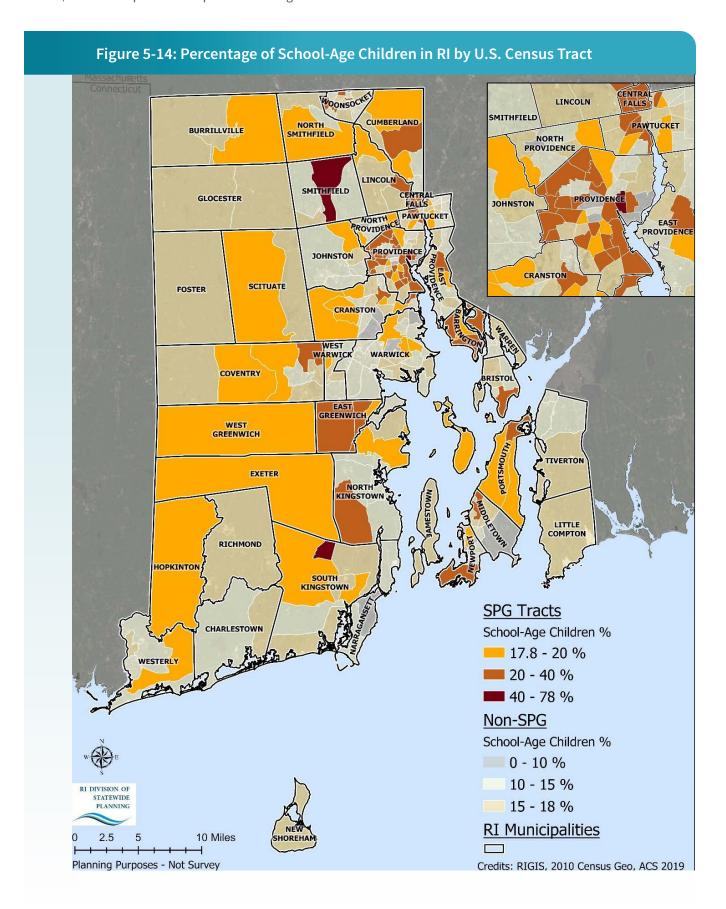


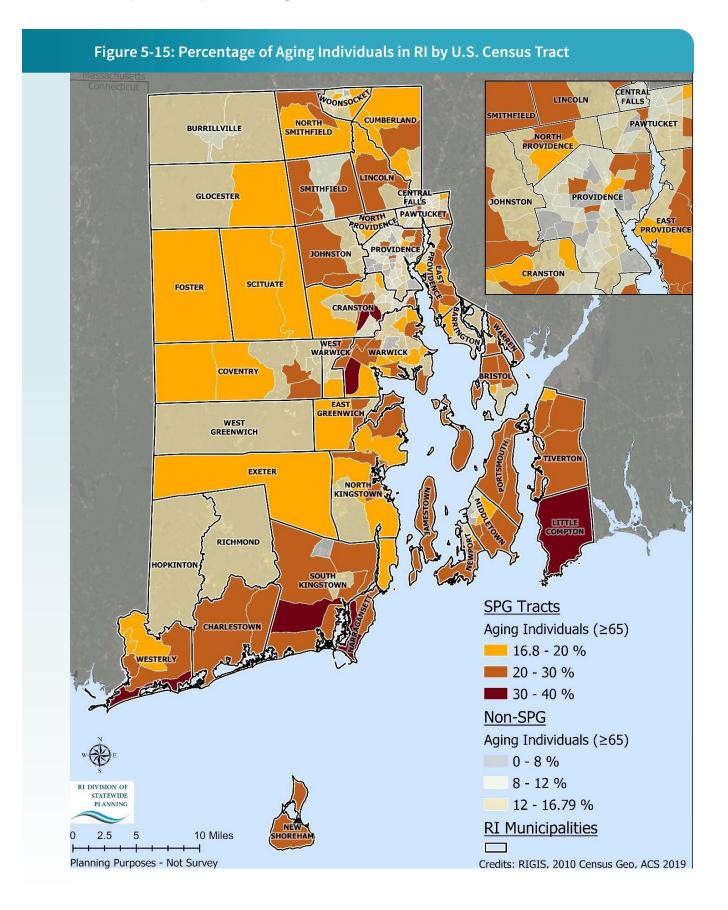


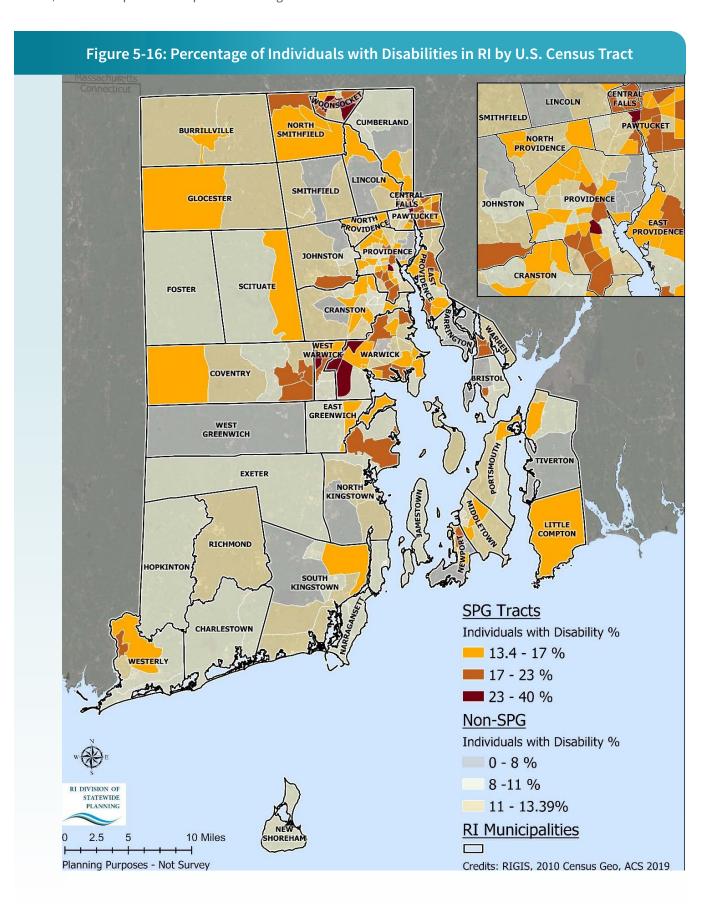


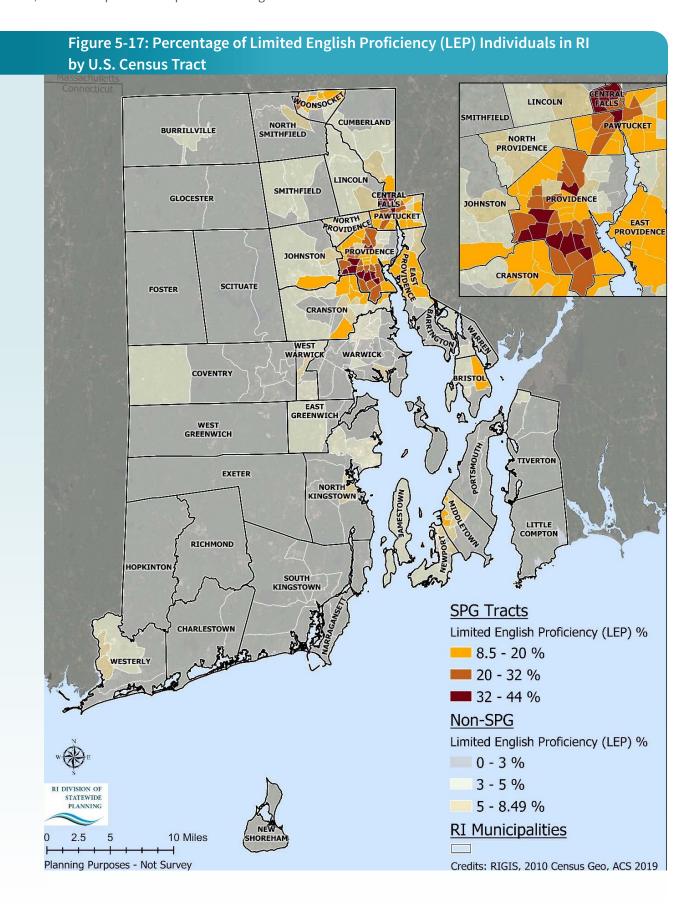


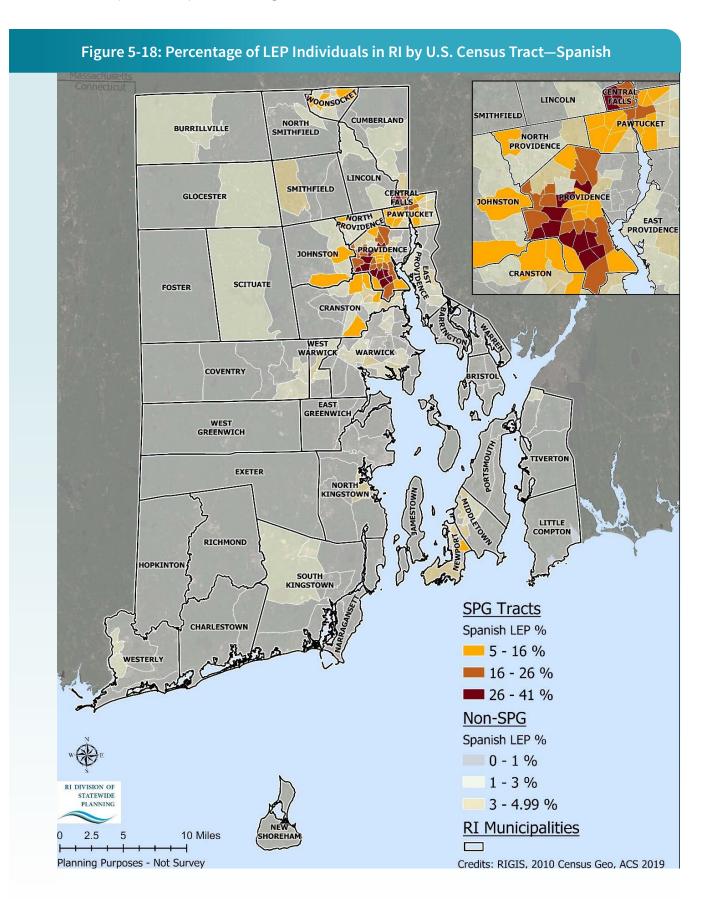


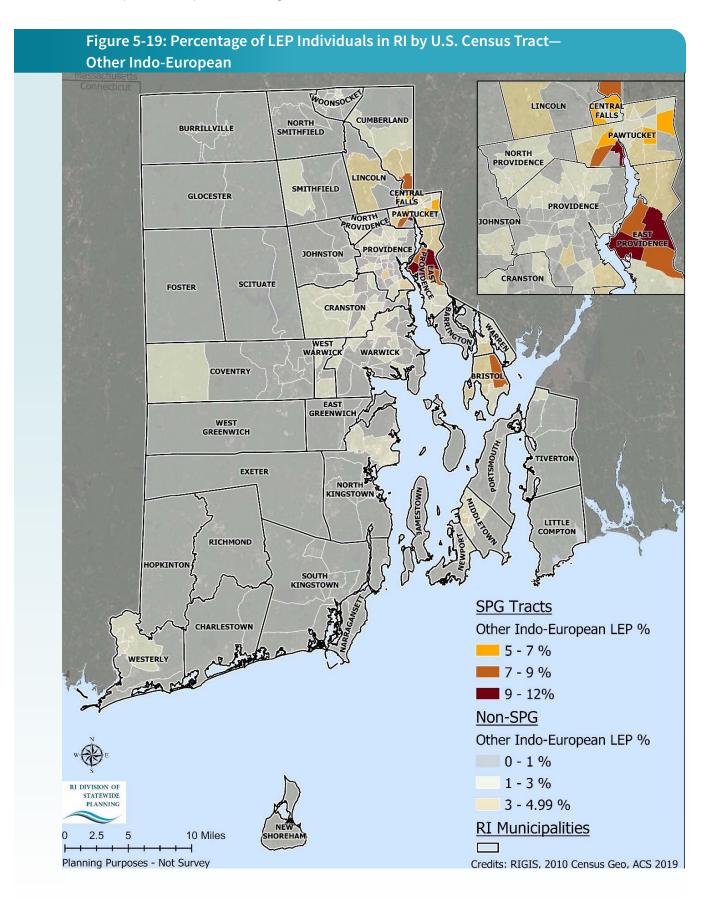


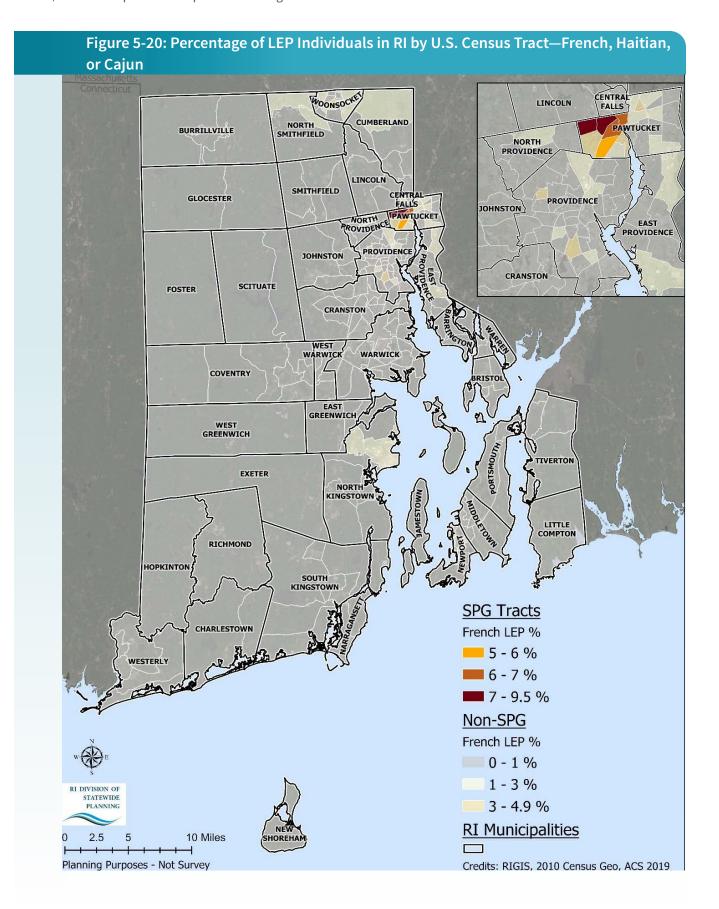


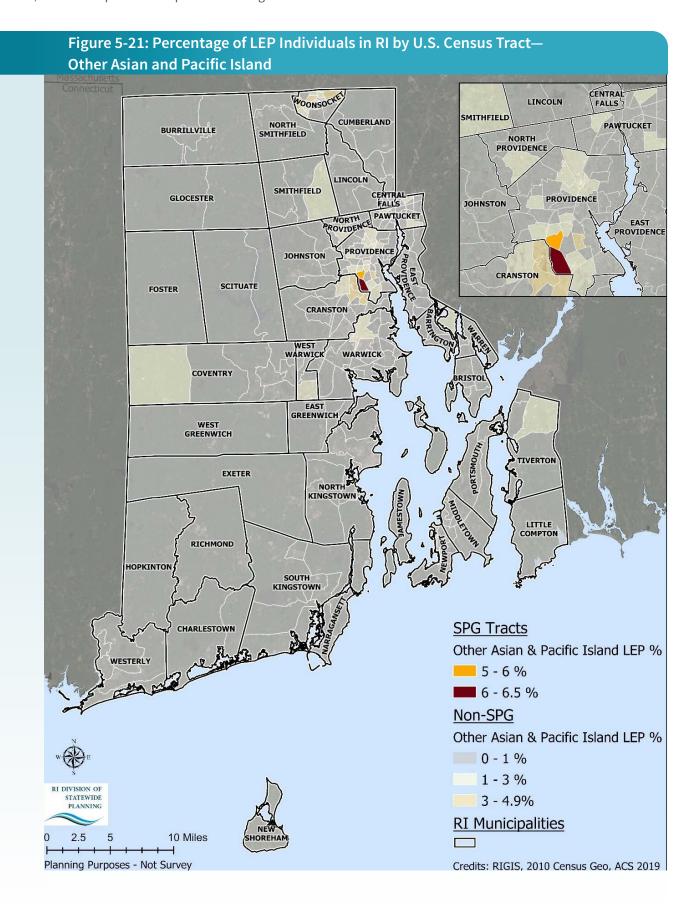


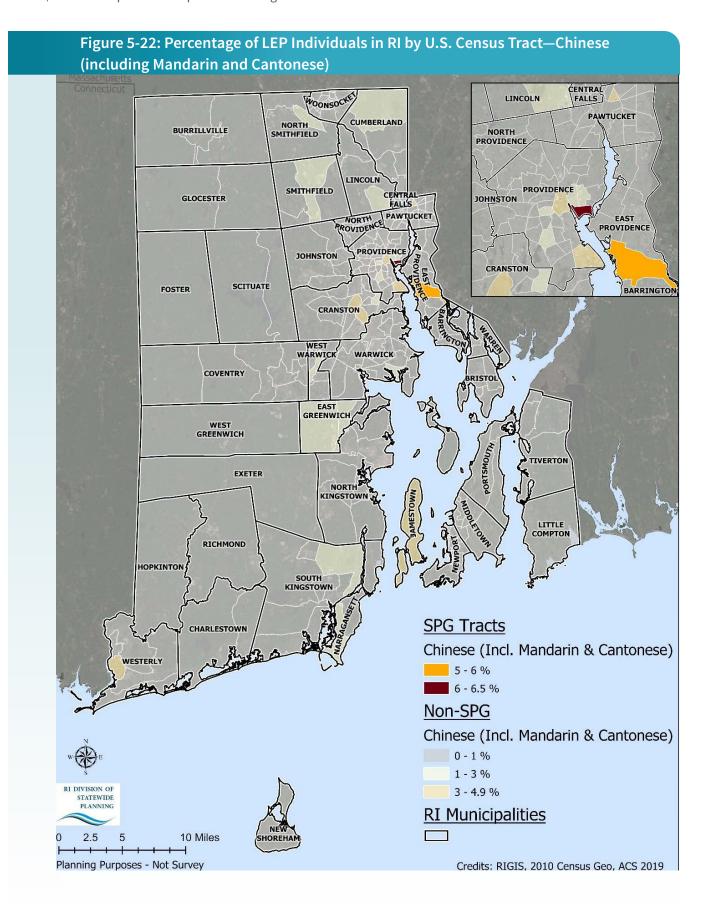


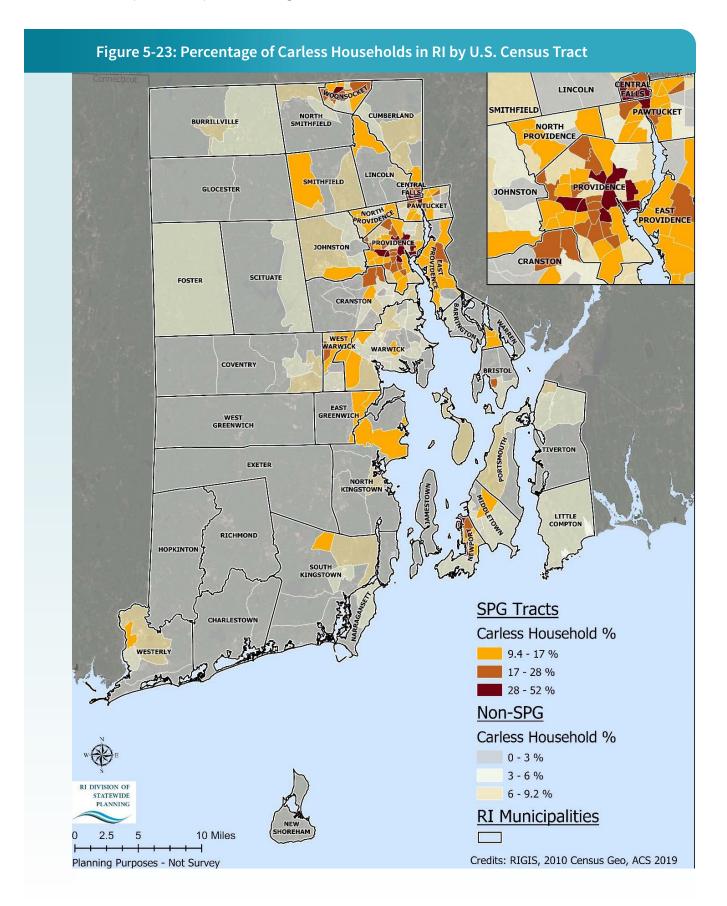














Section 6: Transportation Air Quality Conformity

Transportation Conformity Determination Report

As part of its transportation planning process, the State of Rhode Island completed the transportation conformity process for the State Transportation Improvement Program (STIP). This report documents that the STIP meets the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards (NAAQS) or any interim milestones. 42 U.S.C. 7506(c)(1). EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), state transportation improvement programs (STIPs) and related federally supported highway and transit projects conform to the SIP. 40 CFR Parts 51.390 and 93.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAOS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Providence area (covers all of Rhode Island) was classified as nonattainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAOS on the STIP.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA's Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018.

Transportation Conformity Process

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements was first issued in November 1993, and have been amended several times. The regulations establish

the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with ("conform to") the State's air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

The 1970 Clean Air Act defined a one-hour National Ambient Air Quality Standard (NAAQS) for ground-level ozone. The 1990 Clean Air Act Amendments (CAAA) further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire state of Rhode Island was classified as being in serious nonattainment for the one-hour ozone standard.

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard as scientific information showed that ozone could affect human health at lower levels, and over longer exposure times than one hour. The 1997 eight-hour ozone NAAQS was 0.08 parts

per million. The entire state of Rhode Island was classified as a moderate nonattainment area for the 1997 eight-hour ozone standard. On June 15, 2010, EPA determined that the entire state of Rhode Island no longer violated the 1997 eight-hour ozone NAAQS and was in attainment of the 1997 eight-hour ozone NAAQS. The determination was based upon complete, quality-assured, certified ambient air monitoring data that showed Rhode Island monitored attainment of the 1997 8-hour ozone NAAQS for the 2007–2009 monitoring period.

The eight-hour ozone NAAQS was again revised on March 27, 2008 from 0.08 parts per million (ppm) over an eight-hour period to 0.075 ppm over an eight-hour period. On February 13, 2015 EPA published a final rule that revoked the 1997 ozone NAAQS for all purposes, including transportation conformity. Effective July 20, 2012, the entire State of Rhode Island was designated as attainment for the 2008 eight-hour ozone NAAQS.

On October 1, 2015 EPA again revised the NAAQS for ozone from 0.075 ppm over an eight-hour period to 0.07 ppm over an eight-hour period. On January 16, 2018 Bristol County, Newport County and Providence Country were designated as attainment/unclassifiable for the 2015 eight-hour ozone NAAQS. On August 3, 2018 Kent and Washington County were designated as attainment/unclassifiable for the 2015 eight-hour ozone NAAQS. The entire state of Rhode Island is now considered attainment/unclassifiable for the 2015 eight-hour ozone NAAQS.

FFY 2022-2031 State Transportation Improvement Program (STIP)

The 2022-2031 STIP is one part of Rhode Island's transportation planning process. The planning process includes the development of a State Long Range Transportation Plan (LRTP). The Rhode Island State Planning Council, Metropolitan Planning Organization (MPO) for the State of Rhode Island, adopts the long-range transportation plan. As projects in the long-range plan advance to implementation, they are programmed in the STIP for study, design, and construction, provided they attain environmental permits and other necessary clearances.

The purpose of the STIP is to set forth the State's short-term program for transportation projects. The STIP is prepared according to the **State** Planning Council's Rules and Standards, Part 1.5 Metropolitan Planning Organization: Transportation Planning. The Rhode Island State Planning Council's Transportation Advisory Committee (TAC) works with the Rhode Island Department of Transportation (RIDOT) and the Rhode Island Public Transit Authority (RIPTA) in soliciting project proposals from the public and cities and towns, and in developing a draft STIP. Following public and agency review, the draft STIP is approved by the State Planning Council, forwarded to the Governor of Rhode Island, then on to federal funding agencies—the Federal Highway Administration and the Federal Transit Administration.

Projects of Regional Significance

Regionally significant projects are defined by USDOT as a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network,

including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

For informational and conformity purposes, the STIP shall include all regionally significant projects proposed to be funded with federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-federal funds.

Rhode Island has developed a State Transportation Improvement Program that includes projects to reduce vehicle miles of travel and improve traffic flow.

Table 6-1: FFY 2022-2031 State Transportation Improvement—Program Regionally Significant Projects

Project Title	Mode	Location	Timeframe
Route 6/10 Redesign/Reconstruction	Highway	Providence	< 5 years
Interstate 95 Northbound Viaduct	Highway	Providence	< 5 years
Pawtucket/Central Falls Train Station	Passenger Rail	Pawtucket/Central Falls	< 5 years
Route 146 Reconstruction	Highway	North Smithfield	< 5 years
Washington Bridge Rehabilitation and Redevelopment	Highway	Providence/ East Providence	< 5 years
Route 37 and I-295 Interchange Safety Improvements	Highway	Cranston/Warwick	< 5 years
Smarter, Simpler Roads for the Newport Innovation Corridor (Pell Bridge Ramps Phase 2)	Highway	Newport	< 5 years
Amtrak Rail Platform at Warwick Station (T.F. Green Airport)	Passenger Rail	Warwick	> 5 years
Route 4 and Interstate 95 Interchange and Deferred Quonset Connector Ramps	Highway	East Greenwich	5 - 10 years
Route 6 Corridor Improvements	Highway	Providence/Johnston	5 – 10 years
East Avenue Corridor Improvements	Highway	Warwick	5 – 10 years
Route 4 Traffic Light Elimination	Highway	North Kingstown	> 10 years
Create Access from ProvPort to I-95 Southbound and Roadway Reconstruction	Highway	Providence	> 10 years

Project Title	Mode	Location	Timeframe
Rhode Island-Boston Regional Rail	Passenger Rail	Statewide	> 10 years
Bus Rapid Transit/Light Rail Improvements on two corridors: Providence-CCRI Warwick via TF Green, Central Falls-CCRI Warwick	Bus Transit	Providence/ Central Falls/ Warwick	> 15 years
Rapid Bus Improvements	Bus Transit	Providence Metro	< 5 years
Regional Rapid Bus Improvements	Bus Transit	Statewide	< 5 years

Transportation Conformity Requirements

Overview

On November 29, 2018, EPA issued
Transportation Conformity Guidance
for the South Coast II Court Decision¹
(EPA-420-B-18-050, November 2018) that
addresses how transportation conformity
determinations can be made in areas that were
nonattainment or maintenance for the 1997
ozone NAAQS when the 1997 ozone NAAQS was
revoked, but were designated attainment for the
2008 ozone NAAQS in EPA's original designations
for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for LRTPs and STIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for LRTPs and STIPs for the 1997 ozone NAAQS can be demonstrated without a

regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the STIP by the Rhode Island Department of Administration's Division of Statewide Planning/State Planning Council can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- » Latest planning assumptions (93.110)
- » Consultation (93.112)
- » Transportation Control Measures (93.113)
- » Fiscal constraint (93.108)

¹ Available from https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf

Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP.

The State of Rhode Island SIP does not include any TCMs.

Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted with the Rhode Island Division of Statewide Planning (as staff to the MPO), Rhode Island Department of Transportation, Rhode Island Department of Environmental Management, Rhode Island Public Transit Authority, Federal Highway Administration, Federal Transit Administration, and Environmental Protection Agency. Interagency consultation was conducted consistent with the requirements in Rhode Island Air Pollution Control Regulation No. 49, "Transportation Conformity."

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The Rhode Island Division of Statewide Planning held an Interagency Consultation Meeting with the agencies listed above on May 11, 2021, to review and discuss the findings from this conformity determination document. On June 10, 2021 the State Planning Council authorized the public hearing. Notice of the public hearing was also provided on June 10, 2021. This notice included posting to

the Rhode Island Secretary of State website, posting on the Rhode Island Division of Planning website, and email notification to the Division of Statewide Planning's over 1,400 transportation stakeholder distribution list. Two public hearings to accept oral comments were conducted in front of members of Transportation Advisory Committee. The first hearing was held on June 29, 2021 at the Narragansett Town Hall. The second hearing was held on June 30, 2021 at the Rhode Island Department of Administration building in Providence. On August 26, 2021, the Transportation Advisory Committee voted to recommend to the State Planning Council, the 2022–2031 STIP, including the findings of this report. On September 9, 2021, the State Planning Council voted to addopt the FFY 2022-2031 STIP and support of the findings from this Transportation Conformity Report for the 1997 ozone NAAQS for the STIP. This Report was then submitted to FHWA, FTA, and the EPA for final determination.

Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and STIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The FFY 2022–2031 STIP is fiscally constrained, as demonstrated in Section 2 of the STIP where fiscal constraint is demonstrated.

Conclusion

The conformity determination process completed for Rhode Island's FFY 2022-2031 State Transportation Improvement Program, demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 Ozone NAAQS.



Section 7: Public Hearing Report

30-Day Public Comment Period

The Rhode Island Division of Statewide Planning (RIDSP), in collaboration with RIDOT and RIPTA, have prepared this Public Comment Report related to the FFY 2022 – 2031 STIP. The STIP presents a 10-year program for transportation projects from federal fiscal year (FFY) 2022 to 2031, the first four years of which (FFY 2022-2025) are fiscally constrained.

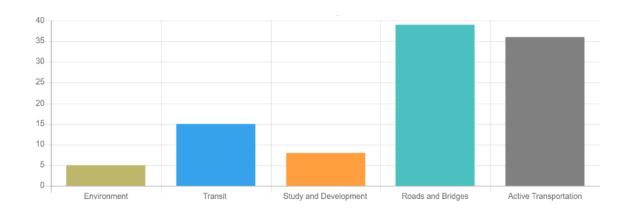
Notice of the draft FFY 2022-2031 STIP and opportunity for the public to provide comments was provided on June 10, 2021. The notice was distributed in English and Spanish through a posting on the Rhode Island Secretary of State website, a posting on the Rhode Island Division of Statewide Planning website, posting at Kennedy Plaza, and through email notice to over 1,400 stakeholders.

The State Planning Council's Transportation Advisory Committee held two public hearings to accept comments on the draft FFY 2022-2031 STIP. The first public hearing was held at Narragansett Town Hall on June 29, 2021 at 5:00 p.m. and the second was held at RI Department of Administration in Providence on June 30, 2021 at 3:30 pm. The public hearings were accessible to individuals with disabilities. Any individual with physical or sensory impairments requiring assistance for a reasonable accommodation in order to participate in the remote hearing was able to make requests for accommodation prior to the hearing. Translation services were also available to those in need.

Division of Statewide Planning staff have compiled all of the comments received and have provided responses to the comments. RIDSP, RIDOT and RIPTA addressed the public comments applicable to their areas of expertise and indicated if recommended changes will be incorporated into the draft FFY 2022-2031 STIP.

Summary of Comments

The 32-day public comment period was open from June 10, 2021 until July 12, 2021 at 4:00 PM EST. Comments were accepted on the online SmartComment portal, by email, and via oral testimony at the public hearings. Staff received 102 comments in total, with most mentioning Active Transportation and Roadways and Bridges. Other topic areas discussed included Transit, Environment, and Study and Development. Over 100 individuals, 13 municipalities, 6 organizations and 1 university provided written comment submissions. A detailed response to each comment is included in the Public Comments and Responses section of this report.



Public Comments and Responses

The following is a record of all written comments received during the 32-day public review and comment period, as well as oral comments offered at the public hearing. After each comment, a formal response is provided.

I-1: Tom Padwa

City: Warren

Submit Date: 06/19/2021 **Submit Method:** Website

Comment I-1-1

Please do whatever you can to see that all bus lines which currently run through Kennedy Plaza continue to do so. The so-called "multi-hub" proposal is a dis-service to rides.

Response to I-1-1

The Providence Multi-Hub Project [STIP ID 5204] is included in the STIP, programmed for FFY 2022. This line item supports the creation of expanded, state-of-the-art transportation centers and bus hubs serving rail and bus passengers throughout the City of Providence. The project will establish a strategic hub in the Innovation District, enhance connectivity to the Providence Train Station, and reconfigure Kennedy Plaza.

The creation of a multi-hub system brings many benefits to the transit network, including alleviating congestion at a single-hub and allowing for the physical improvement of pedestrian and transit amenities at several locations. Operationally, the multi-hub system is also not expected to negatively impact bus service to and from Kennedy Plaza as 99.8% of the current passengers that take a 1-seat ride to Kennedy Plaza and downtown Providence can continue to do so once the project is in place.

More information can be found here: https://www.dot.ri.gov/about/who/docs/Multi-Hub_Press_Update_11-20.pdf.

I-2: Joel Maxwell

City: LITTLE COMPTON
Submit Date: 06/21/2021
Submit Method: Website

Comment I-2-1

Hi - The dashboard is great! Great transparency to be able to see and comment on the planned projects! Thanks!

I'd like to comment on a few projects in Little Compton, specifically the 3 paving projects around Westport Harbor Rd (Main St to Westport Harbor Rd, Adamsville Rd to Westport Harbor

Rd, and Westport Harbor Rd to MA state line). These roads are in incredibly poor conditions, with extremely large potholes. They create for bad safety hazards. The roads are very narrow will little to no shoulder. Cars swerve around the potholes and get dangerously close to walkers and bikers, including children walking to and from the ballfield. The portions of these roads in Rhode Island are quite small because most of the roads surrounding these stretches are all in Massachusetts. Massachusetts paved them last year and they are all now in great condition. The problem is that cars fly down these roads really fast, particularly now that the roads in Mass are paved so well. When they hit the roads in Rhode Island, the cars hit the potholes and sometimes spin out. We live along Westport Harbor Rd and we have a 2-year old daughter, and the conditions of the roads promote an unsafe situation.

Can the timeline on these projects be pushed up? It appears they are presently planned to begin in 2028, which is too far out considering the unsafe conditions of the roads.

Thanks so much for your input! Again, this transparency is great!

Response to I-2-1

Thank you for your positive feedback regarding the mapping dashboard.

Regarding the 3 roadways segments around Westport Harbor Rd, these projects are programmed in the STIP's Pavement Program as part of STIP ID 1403, the RI-81 Crandall Road and East Road Resurfacing Project. The earliest year that funding is available is FFY 2028, which begins on October 1, 2027.

Should additional funding be made available, this project could potentially advance earlier. Your comments relative to the need for this project have been noted.

I-3: Joseph DePasquale

City: Warren

Submit Date: 06/27/2021 **Submit Method:** Website

Comment I-3-1

RISTIP; is important for many reasons. One reason is safety. Riding or walking on a safe bike and pedestrian path is a key component of the the functionality of the path. Enjoyment is also a key component to the overall experience, be it transportation for work or school, if it's not safe and enjoyable, it's not functional. Environmental impact, if we are to reduce emissions and congestion on the roads we must improve our bike and pedestrian paths. This is the straightforward approach that needs to be taken to secure the funding to improve our paths.

Response to I-3-1

Thank you for your comment. The 10-year spending program laid out in the STIP seeks to improve bicycle and pedestrian safety through investments in sidewalk and pavement

infrastructure. Walking and biking is a healthier and more environmentally friendly way of travel and is the focus of RIDOT's Active Transportation program. In addition, several projects in other programs (Bridge, Pavement, Traffic Safety, etc.) include components of active transportation.

I-4: Jeffrey Smith

City: Everett

Submit Date: 06/27/2021
Submit Method: Website

Comment I-4-1

I would like to see the following:

First I would like to see the State of Rhode Island look into merging the Rhode Island Public Transit Authority & Bridge & Turnpike Authority with the Rhode Island Department of Transportation, especially with any development of any proposed Rapid Rail & ferry Projects.

Second, the State of Rhode island must develop their own intrastate rapid rail line & not rely on the MBTA for their rail service. https://www.providencejournal.com/news/20190421/mass-transit-advocates-urge-ri-to-develop-its-own-rapid-rail-system

Third, Have the RIDOT-Sea Streak Providence-Bristol-Rocky Point-Providence Ferry operate year-round as a year round Narragansett Bay Commuter Ferry. Plus having the oldest ferry service operated by Rhode Island's oldest ferry company, Interstate Navigation, aka Block island Ferry, like the MBTA-Boston Harbor City Cruises Aqua Line Commuter Ferry. The ferry service could also connect Bristol & the Prudence Island & the Bay Islands with TF Green Airport. http://rhodybeat.com/stories/ferrys-future-may-include-rocky-point-stop,22515 https://www.mbta.com/schedules/ferry

Fourth, Along with Massachusetts, look into have congesting tolling, while collecting tolls on truck traffic in Rhode Island.

Response to I-4-1

Thank you for your thoughts on Rhode Island's transportation future. The State of Rhode Island remains committed to expanding and improving its rail and waterborne transit network in conjunction with in-state and out-of-state partners and service providers.

The State applies federal Congestion Management Air Quality (CMAQ) funds to support projects and programs that aim to reduce congestion and single occupancy travel on roadways. We will continue to use those funds to explore alternative methods of travel and services.

In addition, the Study and Development Program is new to the FFY 2022 - 2031 STIP and provides for an opportunity to investigate, develop, or pilot various transportation proposals. The State Planning and Research projects (TIPIDs 11101 and 11102) directly funds further research and development for such efforts. The greater program contains separate projects that will investigate work that may become a new, future capital project in the STIP.

I-5: Faith LaBossiere

City: Charlestown

Submit Date: 06/28/2021 **Submit Method:** Website

Comment I-5-1

Unless I missed something innovative, the proposed budget does little address the climate change, advance green infrastructure and active transportation. This budget will continue to leave RI behind so much of the country in forward planning.

I've been a bike advocate for a number of years and I want RIDOT and Division of Planning to refocus their thinking. We've been asking for this for years, but it hasn,Äôt happened. People all over the country have changed their priorities to other modes of transportation with much success.

RI is very dependent on tourism. Businesses struggle to make it, and active transportation will help them. RI is missing an opportunity, but we need to endorse it. Charlestown has been talking about safety and how to traverse the Town on a bike and there are problems in connectivity. We have some ideas for connection. Need to move forward being a cycle friendly community. People south of Rt. 1 need to get to their facilities. We have options from VHB on how to address this. We need to think of the bigger picture and put bike/peds first.

Response to I-5-1

Thank you for your comment. The 10-year spending program laid out in the STIP seeks to improve bicycle and pedestrian connectivity through investments in sidewalk and pavement infrastructure which can also generate economic development benefits. Walking and biking is the focus of the STIP's Active Transportation program and several projects in other programs (Bridge, Pavement, Traffic Safety, etc.) include components of active transportation. RIDOT seeks to add complete streets elements to every project as allowed and where possible and desirable. Limitations on adding new projects to the STIP are mainly fiscal, as other competing priorities must be served. However, improving active transportation around the state remains a priority for RIDOT. Your concerns regarding Route 1 have been noted.

I-6: K. Grant Satterley

City: Portsmouth

Submit Date: 06/29/2021 **Submit Method:** Website

Comment I-6-1

I support safer bicycle routes in RI particularly Aquidneck Island. If you are a cyclist in this area you know how dangerous it is for yourself never mind trying to teach your children the joys of cycling along with all the health benefit for yourself and the environment. Many times I cycle parallel with the old rail track and wish I could communicate like they do on the east bay bike path. Let's all step up and get this done for the good of our community.

Response to I-6-1

Thank you for your comment. The 10-year spending program laid out in the STIP seeks to improve bicycle safety and amenities on Aquidneck Island through investments in sidewalk and pavement infrastructure. Walking and biking is the focus of the STIP's Active Transportation program and several projects in other programs (Bridge, Pavement, Traffic Safety, etc.) include components to improve the alternative transportation experience.

With specific regard to Aquidneck Island, there are several projects in the STIP that seek to improve pedestrian and cyclist infrastructure on the island's primary roadways. Among these projects are a shared-use bicycle path from Burma Road to Old West Main Road (TIPID 5161), signage and safety improvements along the Mount Hope Bay bike path (TIPID 5162), a shared-use-path along West Main Road from Stringham Rd. to Mill Lane to improve rider safety (TIPID 1360), and the East Main Road Shared Use Paths (TIPIDs 9004 and 9005).

I-7: Edward Soares

City: North Providence Submit Date: 06/30/2021 Submit Method: Website

Comment I-7-1

The State of Rhode Island needs to leave Kennedy Plaza alone. Kennedy Plaza was made for people from all walks of life to be able to use RIPTA buses easily. If Kennedy Plaza's hub is destroyed and replaced with mini-hubs, people will have to catch extra buses in order to make their connections. Everyone suffers. It will be especially hard to get around if you are a person who is a senior citizen or who has disabilities. I have a mobility disability that makes it hard to walk without a walker. For me, it would be more difficult to get from North Providence to Newport and Narragansett. Riding those buses is important for me because I love RIPTA buses. I know how to get along very well on a RIPTA bus. I never get lost on a RIPTA bus. I'm even on the ATEC committee. Hopefully you will see this from the senior and disability point of view.

Response to I-7-1

The Providence Multi-Hub Project [STIP ID 5204] is included in the STIP, programmed for FFY 2022. This line item supports the creation of expanded, state-of-the-art transportation centers and bus hubs serving rail and bus passengers throughout the City of Providence. The project will establish a strategic hub in the Innovation District, enhance connectivity to the Providence Train Station, and reconfigure Kennedy Plaza.

The creation of a multi-hub system brings many benefits to the transit network, including alleviating congestion at a single-hub and allowing for the physical improvement of pedestrian and transit amenities at several locations. Operationally, the multi-hub system is also not expected to negatively impact bus service to and from Kennedy Plaza as 99.8% of the current passengers that take a 1-seat ride to Kennedy Plaza and downtown Providence can continue to do so once the project is in place.

More information can be found here: https://www.dot.ri.gov/about/who/docs/Multi-Hub_Press_Update_11-20.pdf.

I-8: Portsmouth,

City: Portsmouth

Submit Date: 06/29/2021 Submit Method: Oral

Comment I-8-1

In reference to STIP ID 1379 Road Service and repaving on 138 and STIP ID 1380. This has been a disaster for last 30 years, multiple hazards and accidents. Promised that it would be repaved many times, it's highest amount of complaints on their Town Council. It's scheduled for resurfacing in 2022, it's now design 2022 and they want it to be moved up ASAP.

Sprague St STIP ID 1377 has been combined with a paving project. Time frame for that project was 2017/18 for sidewalks and 2022/23 for resurfacing. With the combination, it will be done 2030/31. Main thoroughfare, ped safety, walking path to high school. All other areas are ADA compliant except this one. Request that all parts of that project be moved up to next year.

STIP ID 1360, paving project, remind board that another portion was paved a couple years ago. STIP ID 1380 and other projects within the STIP were done at different times that could be combined.

Safety upgrades at Quarry Lane, STIP ID 5377, addition of wheelchair/sidewalks/etc for 2022/23, could this be done with 1380 in one shot. East Main Rd bike paths, one is up for a grant and one is under concept. We would like this completed in a way that won't hinder traffic flow.

Response to I-8-1

Thank you for your concern about these projects.

There are three resurfacing projects along East Main Road in Middletown and Portsmouth. These projects are programmed in the FY22-31 STIP to be constructed in sequence with one another. TIPID 1380 is scheduled to commence construction first in 2023, but this timeline may be accelerated. New funding could be made available from the American Rescue Plan under RIDOT's proposed "Smooth Rhodes" program, pending state approval.

In regards to the McCorrie Lane signal improvements and TIPID 1380, RIDOT is aware of the opportunity to bundle this safety improvement with roadway resurfacing, and will monitor the status and scope of the project to determine compatibility. The same applies to TIPID 9004, the first phase of the East Main Road Shared Use Path.

The timeline for TIPID 1377 (Sprague Street) may be adjusted, and RIDOT will work with local stakeholders to make adjustments to the project as needed.

We appreciate you bringing the recent resurfacing of a section of West Main Road to our attention. The limits of roadway resurfacing for TIPID 1360 will be reduced back to Locust Avenue from Mill Lane.

I-9: Narragansett,

City: Narragansett

Submit Date: 06/28/2021 **Submit Method:** Oral

Comment I-9-1

COMMENTARY ON THE DRAFT FFY2022-2031 STATE TRANSPORTATION IMPROVEMENT **PROGRAM**

TOWN OF NARRAGANSETT

Michael Deluca - Community Development Director June 29, 2021

The Town of Narragansett currently has 6 items shown on the 2022-2031 STIP. Staff has reviewed these projects and offer the following comments:

- 1. RIDOT Bridge program TIP ID 3027 Bridge Group 18A- The Route 1 On ramp bridge
 - a. Bridge #482 major rehabilitation. TOWN SUPPORTS THIS PROJECT AS DRAFTED
- 2. RIDOT Pavement Program TIP ID 1362 RT 1A
 - a. Repaying of Boston Neck Road from Sprague Bridge to Bridgetown Road. TOWN SUPPORTS THIS PROJECT AS DRAFTED
- 3. STIP Active Transportation program TIP ID 1361- South Pier Road
 - a. Resurfacing of Roadway sidewalk replacement and handicapped ramp installation. Sidewalk on northern shoulder will be replaced in conjunction with improvement to drainage system along the route.
 - i. TOWN HAS DEEP CONCERNS ABOUT THE PROPOSED 4 YEAR WAIT FOR INITIATION OF THIS PROJEC T. THIS ROAD HAS BEEN THE TOWNS #1 PRIORITY FOR THE PAST TWO TIP SUBMITTALS. ADDITIONALLY, TOWN HAS REPEATEDLY EMPHASIZED THAT THE ROAD WILL NEED "REPLACEMENT" NOT JUST RESURFACING. THIS FACT WAS BORNE OUT DURING THE 2011 REPLACEMENT TOWN CONDUCTED ON THE EASTERN 1,100 LINEAR FEET OF THE ROAD IN WHICH IT WAS NOTED THAT THE ROADWAY POSSESSED NO SUBBASE AT ALL. ii. TOWN ASKS THAT THIS PROJECT BE ADVANCED TO 2024 FOR DESIGN AND
 - 2025 FOR CONSTRUCTION.

- 4. RIDOT Traffic Safety Program -TIP ID 5375 -Crosswalk improvements
 - a. Crosswalks, wheelchair ramps, pedestrian crossing devices, left turn lanes and other intersection improvements.
 - i. TOWN SUPPORTS THIS PROJECT AS DRAFTED, AND IS WILLING TO PROVIDE A FULL LISTING OF LOCATIONS FOR WHICH THESE IMPROVEMENTS ARE NECESSARY.
 - ii. PARTIAL LIST OF CANDIDATE SITES:
 - 1. Memorial Boulevard sidewalks at Post Office
 - 2. Kingstown Road at several sidestreet intersections
 - 3. Beach Street- Ocean Road Intersection
- 5. STIP Program Active Transportation Program TIP ID 5093 Ocean Road Beautification Program Phase 1 & 2.
 - a. Sidewalks and pedestrian improvements on Ocean Road from Beach Street to South Pier Road
 - i. TOWN SUPPORTS THIS PROJECT AS DRAFTED.
- 6. STIP Program Active Transportation Program TIP ID 5089
 - a. William C. O'Neill Bike Path Extension Phase 4B Design/ Construct the final segment to Narragansett Town Beach.
 - i. TOWN SUPPORTS THIS PROJECT AS DRAFTED WITH UNDERSTANDING THAT THE \$3M ALLOTED TO CONSTRUCTION WILL BE AVAILABLE WHEN AN ACCEPTABLE ALIGNMENT IS IDENTIFIED.
 - ii. TOWN ASKS THAT THE RIDOT CONSIDER ALLOTING UP TO \$100K TO THE TOWN TO UNDERTAKE A STUDY OF ALL ROADWAYS AND OTHER PUBLIC PROPERTIES IN THE PIER AREA IN ORDER TO ASSESS VIABILITY OF ALTERNATIVES NOT PREVIOUSLY STUDIED.
- 7. Other projects Town requests status report on progress of projects listed in the current TIP not noted here.
 - a. Bridgetown Road resurfacing Town requests RIDOT add sidewalks.
 - b. Bridgetown Bridge
 - c. Gov. Sprague Bridge

Response to I-9-1

Thank you for your support on STIPIDs 3027 -Bridge Group 18A, 1362 - RI-1A Boston Neck Rd (Sprague Bridge to Bridgetown Road), 5093 - Ocean Road Beautification, and 5375 - Intersection & Crosswalk Improvements.

Your work-area suggestions for the latter project will be evaluated with RIDOT's Traffic Safety Team or may be presented to the State Traffic Commission. We appreciate the Town bringing these intersections to our attention.

For STIPID 1361, South Pier Road, the description of the project will be updated to reflect the roadway as a reconstruction. RIDOT has enthusiastically supported the efforts by U.S. Rep. Jim Langevin to secure Member-Designated Projects (MDP) to advance construction of South Pier Road as part of the federal highway bill making its way through Congress. RIDOT sees the infrastructure investments being discussed on the federal level as a window of opportunity to accelerate this project.

RIDOT and the Division of Statewide Planning will discuss with the Town the feasibility of allotting \$100,000 from the project's budget to study alternative routes for Phase 4B of the William C. O'Neill bike path extension to Narragansett Town Beach.

I-10: David Hamel

City: Wakefield

Submit Date: 06/29/2021 **Submit Method:** Oral

Comment I-10-1

I'm a South Kingstown resident - BPAC member - master plan has several projects to mention. \$2 million to bike/ped issues. Complete streets was made into state law in 2012. Direction to integrate that into road building and other transportation projects as it helps communities. Old Tower Hill Road project plan was to repave, but now it has complete street elements and traffic has slowed down. Need to make more progress toward non-auto travel. Does not see a problem reallocating road space for other users. 5% good, 10% better (ref?).

Response to I-10-1

Thank you for your comment. The 10-year spending program laid out in the STIP seeks to improve bicycle and pedestrian safety through investments in sidewalk and pavement infrastructure. Walking and biking is the focus of RIDOT's Active Transportation program. In addition, several projects in other programs (Bridge, Pavement, Traffic Safety, etc.) include components of alternative transportation. Similar to Old Tower Hill Road, RIDOT seeks to add complete streets elements to every project as allowed and where possible and desirable.

I-11: Rosemary Smith

City: Narragansett

Submit Date: 06/29/2021 Submit Method: Oral

Comment I-11-1

My name is Rosemary Smith, and I am a resident of Narragansett. I am a supporter of the William C. O'Neill South County Bike Path, a member of Paths to Progress (which is a statewide bikeway advocacy group) and a contributing member of the RI Bicycle Mobility Plan Advisory Committee.

I have three questions to consider tonight. Where did the money go? We gathered in this room four years ago to advocate for increased state/federal funding for active transportation including bikeways. Since that time, the Green Economy Bond administered by the RI DEM funded the design and construction of William C. O'Neill/ South County Bike Path's next link, Phase 4A, which has just been completed with an ending point at the Narragansett Community Center. The final Phase 4B between the Community Center and the Town Beach is in discussion between the Town of Narragansett and RI DOT. However, the project in the TIP has been diminished from \$8 million to \$3 million. Where did the money go?

What is the future of Active Transportation in Rhode Island?

The current draft of the State Transportation Improvement Program allocates \$52M for the category of Active Transportation projects over the 4-year period Federal Fiscal Year 2022-2025. This represents only 1.8 per cent of the total transportation budget. Although RIDOT characterizes this as a substantial increase in funding, it is less than what was forecast for this same period in the current STIP (\$59.9SM) and it fails to implement the recommendation from the recently enacted RI State Bicycle Mobility Plan to increase the funding allocated to Active Transportation. 5% would be an increase that would be helpful to Active Transportation and match our neighboring state of Connecticut. This proposed budget is a step behind where our active transportation community is and a step behind where are neighboring states are. What is our future?

What would be the result of increase funding for Active Transportation both within the 10- year frame and the 4-year constrained funding period?

We could use the additional funding for those roadways which are candidate bikeways in the RI Bicycle Mobility Plan . We could work on connecting our bikeways from state borders to the Narragansett Bay. If the roadways are on the STIP in the out years, RI DOT could provide additional funding to the towns for striping and other accommodations for bikeways as a temporary solution.

We could Increase funding so that there could be additional staff positions in RI DOT to promote bikeways. This staffing would ensure that bicycle/pedestrian treatment is included in design and construction of roadways and bridges at the beginning of the process. There is a need to monitor counts of bicycle and pedestrian use of multi-use paths. Data needs to be collected and reported so that further funding can be secured.

I am trying to remain hopeful for the progress of Active Transportation in Rhode Island. I do see the increased number of projects that are in the State Budget, but they are small in comparison to the needs of Active Transportation. I am also appreciative of the restriping of Boston Neck Road by the Town Beach in the last week. Statewide Planning and RI Department of Transportation needs to shift its priorities to the safe passage of people over the fast passage of cars.

Thank you for your consideration.

Response to I-11-1

With regard to TIPID 5089, the William C O'Neill Bike Path Extension (South County Bike Path), the project was initially listed at \$8.43 million in the FFY18-27 STIP prior to Amendment 19. After meeting with the town of Narragansett's planner, RIDOT performed a readiness review in advance of the Town moving forward with the project. Six alternatives were considered for this project, with the readiness study undertaken to determine which of the six would be the least environmentally damaging and most practical. The studies showed that the \$8.43 million version would be difficult, if not impossible to obtain permits for given environmental considerations. The alternative route was estimated at \$3 million and carried forward with Amendment 19 to the STIP. This alternative will remain in the new FFY22-31.

We appreciate and have noted your suggestions. RIDOT will be replacing the position of Bicycle Projects coordinator and this position will be responsible for coordinating active transportation projects, including bicycle and pedestrian improvements.

I-12: David Smith

City: Narragansett

Submit Date: 06/29/2021 Submit Method: Oral

Comment I-12-1

Thank you for the opportunity to comment on the proposed State Transportation Improvement Program.

My name is David Smith. My wife Rosemary and I are active in the Friends of the William C. O'Neill Bike Path and the state­ wide **bicycle** advocacy group Paths to Progress, and we served on the Rhode Island Statewide Bicycle Mobility Plan Advisory Committee. The Bicycle Mobility Plan, adopted by the state in December 2020, presents a bold but doable plan for creating and interconnecting bikeways for transportation and recreation, including multiuse paths for users of all ages and abilities. I want to focus my remarks on the implementation of the Bicycle Mobility Plan.

But first I want to say that I am pleased that funding remains in the STIP for completion of the William C. O'Neill (South County) Bike Path, albeit at S3.00 million to which it was reduced in the previous plan. I'm ever hopeful that funding can be secured in the next year or so to design and permit an off-road route through Canonchet Farm. Absent that, I urge the Department of Transportation and the Town of Narragansett to develop a better alternative route than the one rejected by the town in 2019.

For the FFY2022-2031 State Transportation Improvement Program, I am recommending that the state double the amount of funding for active transportation and that the mix of projects for this addition have a greater share of bikeway projects compared sidewalks and crossings.

I applaud the integration of pedestrian and bicycle treatments into the design of road projects, an approach recommended in the BMP, in addition to being good practice. Old Tower Hill Road in Wakefield is an excellent example. It's appropriate for road projects scheduled in the period of constrained funding.

But so much more can be done by applying bicycle treatments such as striping and onpave ment signage to candidate bikeways along roadways that won't be resurfaced until the out years. Don't tell me that new road markings are not applied years ahead of resurfacing. Witness the implementation center turn lanes on Post Road Route 1 in North Kingstown and more recently on the South County Trail Route 2 in South Kingstown.

Here's an example: The half-mile of Boston Neck Road in front of Narragansett Beach is now being restriped as part of a public safety project with bicycle markings applied in the last couple of days, a project that was recommended by the Narragansett Bicycle-Pedestrian Advisory Committee in June 2018. Now continue with on-pavement bicycle markings on Boston Neck Road all the way to Wickford. And where there are no sidewalks add facing pedestrian markings. This heavily travelled bike route is ten miles of the BMP's top priority candidate bikeway in South County. Do so rather than waiting scheduled repaving of sections of the road after 2026 and ignoring segments that are not in the ten year STIP. Improve bicycle safety now, along the entire stretch, provide continuity of experience and learn from a low-cost experiment about what works and what works really well.

If the Department of Transportation does not have the bandwidth to deal with a host of new projects, allocate the necessary funds to the cities and towns to help accelerate the implementation of the Rhode Island Statewide Bicycle Mobility Plan. Thank you.

Response to I-12-1

Thank you for your comments regarding the FFY22-31 STIP.

Prior to Amendment 19, the William C. O'Neill Bike Path extension was listed in the STIP at \$8.43M. After meeting with the Town Planner of Narragansett, RIDOT performed a readiness review in advance of the Town moving forward with the project under a Sub-Recipient Agreement with the Department. There were six alternatives that were considered. The readiness study was undertaken to narrow down the least environmentally damaging, most practical alternative. The alternative that the town prefers would be difficult, if not impossible, to get permitted. This alternative was estimated at \$3 million. This funding amount was what was carried forward in Amendment 19 of the previous STIP. RIDOT and RIDSP will continue to collaborate with the Town of Narragansett to determine a viable alternative.

Please note that bicycle and pedestrian improvements are not limited to the Active Transportation Program. Many projects in other programs (Pavement, Bridge, Corridor, Major Capital, etc) incorporate active elements into their design. For example, consider the new shared-use path along the Henderson ("Red") Bridge under TIPID 3061 (Bridge Group 49). The

RIDOT Traffic Safety program provides for \$87.9M in funding over ten years for investments in intersections and crosswalks to bolster safety for all road users.

Roadway striping may be done in coordination with the resurfacing of state roads. However, striping is primarily considered a traffic safety activity (hence its inclusion in the Traffic Safety Capital Program). Work zones are identified and separated based on their region with prioritization done based on traffic safety needs. For example, TIPID 5430 provides for the striping of state roads within the East Bay in the 2021 to 2022 period. TIPID 5440 addresses other work locations within the East Bay region for the 2023-2024 period. Other regions may have different striping intervals/schedules. For example, TIPID 5437 addresses striping in the southern region in a 2022-2023 interval.

I-13: James Vogel

City: South Kingstown
Submit Date: 06/29/2021
Submit Method: Oral

Comment I-13-1

Resident of South Kingstown - BPAC member - building off of comments from David Smith/Faith and how to link this together. Bike Plan in South Kingstown is a great plan to reference in putting together the STIP. Complete streets and bike/ped access are important, but bringing commerce is a vital element. How do we get across Rt. 1? It is currently unsafe. How to link Wakefield, beaches, and URI? Support previous comments, here to help if the board needs suggestions.

Response to I-13-1

Thank you for you comments. The Bicycle Mobility Plan is an important document that informs project development for several state and local agencies. Walking and biking is a healthier and more environmentally friendly way of travel and is the focus of RIDOT's Active Transportation program and throughout the STIP. RIDOT has met with representatives from both Charlestown and South Kingstown to discuss a safe way to travel cross Route 1. Such linkages would be subject to an open, competitive application process at the discretion of Statewide Planning, based on the priorities of the towns.

I-14: Various individuals and organizations

Submit Date: 06/30/2021 Submit Method: Email

Comment I-14-1

Commentors: Woonasquatucket River Watershed Council (WRWC), Mary Bandura, Kathleen Gannon, Bruce Masterson, Brendan Rose, James King, Paul Marshall, Tom O'Neill, Eric Weiss, Peter Trafton, Rachel Harris, Phoebe Hall, Lily Whelan, Sandra Dowling, Lesley Warhurst,

Leland Grigoli, Andrew Neville, Sarah Thomas, Christian Parobek, David Mann, Lizabeth Bourret, Tricia Harris, Faith Labossiere, Susan Marcus, Sam Coren, Christine Sullivan, Jessica D'Avanza, David Krolick, Sue AnderBois, Maryellen Atkins, William Perry, Heather Riney, Ruben Rodriguez, Amber Ma, Steven Kahan, Dexter Hoag, Travis Garrahan, Kate Kelley, Jon Stenning, Eric Archer, Peter Dowling, Elizabeth Egan, et al.

We are living in an era of deep inequities, a worsening climate crisis, too many traffic fatalities, and an aging population of Rhode Islanders. We must pursue a robust, affordable, sustainable and equitable transportation system that will ensure we are building not just responsively, but proactively addressing these issues and many more. Regardless of age, ability, income, or background, the streets of Rhode Island should accommodate everyone safely and comfortably as they go from A to B, whether you travel by motor vehicle or by walking, biking, skateboard, wheelchair or any other active means.

For these reasons, we urge the STIP process to:

- Be more open, transparent, and democratic ,Äì hold more than just one public hearing in two communities, and do real public outreach to raise awareness of these serious funding decisions.
- Account for the accelerating climate and traffic safety crises by doubling the proposed funding for active transportation both within the 10-year frame and the 4-year constrained funding period.
- Address the continued legacy of racism in transportation by prioritizing more funding to the Special Population Group Tracts as outlined in RIDOT's Transportation Equity Benefit Analysis.
- Use additional funding to implement the Bicycle Mobility Plan (BMP) for those roadways which are candidate bikeways in the BMP. Statewide active transportation partners worked very hard and interviewed a great number of people and communities in the development of the BMP. This is the time to commit to a statewide concerted effort to implement this thoughtful, well-researched plan.
- Provide funding to the towns for striping and other accommodations for bicycles on roadways in the outyears of the STIP.
- Create an "ACTIVE TRANSPORTATION" office at RIDOT coordinate active transportation and alignment with the BMP when considering design and construction of all transportation projects including roads and bridges throughout RI.
- Increase funding to staff positions in RIDOT to deal with bikeways and ensure that bicycle/pedestrian treatment is included in design and construction of roadways and bridges.

- Collect and monitor counts of bicycle and pedestrian use of multi-use paths.
- Develop, implement and publicize a service evaluation framework for evaluating bicycle and pedestrian infrastructure that includes feedback from actual users.

Response to I-14-1

1) Meetings of the Transportation Advisory Committee (TAC) and State Planning Council (SPC) are held on a monthly basis and public comments can be offered at each and every meeting. The SPC, TAC, and the Rhode Island Division of Statewide Planning (RIDSP) staff actively seek public input in the transportation planning process, particularly related to the Long Range Transportation Plan, State Transportation Improvement Program (STIP), Performance Based Planning and Programming, and Unified Planning Work Program (UPWP). Public comments are received on a rolling basis throughout the year and used by committee members to improve the transportation planning process for the State of Rhode Island.

The FFY 2022-2031 STIP public review process follows and even goes beyond process outlined in the MPO's Pubic Participation Plan (PPP). The PPP reinforces the SPC and RIDSP's commitment to transparent communications and engagement with the public regardless of race, color, national origin, age, income, or ability, and with public and private agencies to support the statewide transportation planning process. The Plan outlines the responsibilities, goals, and strategies for engaging the public in its planning work and can be found online at http://www.planning.ri.gov/public-participation/index.php.

STIP program funding amounts were first presented to the TAC in April and the SPC in May. The Draft FFY 2022-2031 STIP was presented to the TAC and the SPC in June. Public notification on the draft FFY 2022-2031 STIP was provided on June 10. The public had 32 days to review and comment on the draft STIP. In addition two public hearings, in different areas of the State, were held to accept public comments on the draft STIP.

- 2) The FFY 2022-2031 STIP is fiscally constrained. If additional funding becomes available, there could be opportunities to increase funding for climate resilience and addressing traffic safety -- both programs are a high priority in the STIP. Currently, programming for traffic safety exceeds the federally required minimum level and additional funding is continuously being sought. Due to the importance of climate resiliency in transportation planning and programming, projects are identified that are susceptible to sea-level rise and additional project costs are calculated accordingly.
- 3) The FFY 2022-2031 STIP currently allocates over 50% of capital investments to tracts designated as a Minority and over 50% of capital investments to tracts designated as Low-Income. Due to the geographic location of project investments and the location of mapped Special Population Group (SPG) Tracts, transportation investments are finding their way to SPG tracts. Furthermore, the total percentage of all STIP asset costs allocated to Environmental Justice (EJ) SPG Tracts within the four fiscally constrained is 49.3% exceeding the percentage of designated EJ SPG tracts throughout RI (30.3%). In addition, percentages of SPG tracts intersecting RIPTA routes range from the high eighties to the high nineties for each group. Eighty-seven percent of aging SPG tracts intersect with RIPTA bus routes, while 99% of minority,

poverty/low-income, and a combination of both population tracts (EJ tracts) intersect with RIPTA bus routes.

- 4) If additional funding becomes available, there could be opportunities to increase funding for candidate bikeways shown in the BMP. Please note that every project must follow a study and development process to ascertain the proper roadway treatment and conduct necessary study and design. Study and design takes time and but can be accelerated by municipal involvement.
- 5) The FFY 2022-2031 STIP is fiscally constrained. If additional funding becomes available, there could be opportunities to provide funding to municipalities via a sub-recipient agreement. Please note that every project must follow a study and development process to ascertain the proper roadway treatment and conduct necessary study and design. Study and design takes time and but can be accelerated by municipal involvement.
- 6) Active Transportation projects are managed out of RIDOT's Planning Division. RIDOT will be replacing the position of Bicycle Projects coordinator and this position will be responsible for coordinating active transportation projects.
- 7) RIDOT's Project Management Department is in charge of assessing roadway design and bridge replacement. RIDOT has increased staffing in Project Management in recent years and has increased the total value of design and construction contracts to the highest levels in the Department's history. During project development, RIDOT holds meetings with municipal leaders and the public to determine the design of rehabilitation and reconstruction projects. Public feedback is important at these meetings.
- 8) Discussions are currently in progress between state agencies with a vested interest in bicycle facilities to determine how to best establish a bicycle and pedestrian countering program including the specific types of counters to be procured based the conditions in various locations. The need for bicycle and pedestrian data was outlined in the BMP and was reinforced by the experience during the pandemic whereby the demand for bicycle and pedestrian facilities increased dramatically.
- 9) The BMP was developed with feedback from bicycle users and the public. Candidate corridors in the BMP were developed based on an evaluation of existing infrastructure. Ongoing user data is also collected by RIDOT's Traffic Safety Division and used to develop roadway improvement projects like new striping and geometric enhancements. More information on the feedback used to develop the BMP can be found in the BMP document at http://www.planning.ri.gov/documents/LRTP/Bicycle-Mobility-Plan.pdf.

I-15: Brian DeChambeau

City: Providence

Submit Date: 06/30/2021 **Submit Method:** Website

Comment I-15-1

The STIP funds transit at what would appear to be higher levels than in the past, but it doesn't go far enough. High-capacity transit should be a priority within the desner parts of metro Providence, and it appears that north-south routes have indeed been prioritized. More funding should be provided for east-west routes between Olneyville, the West Side, East Providence, and Smith Hill. Transit should be provided at high levels of service that allow denser real estate development in the urban core.

Additionally, the 6/10 Connector and associated ramps should be replaced in a way that allows bicycle/pedestrian connections between Smith Hill and Federal Hill. Otherwise, funding should be provided for a pedestrian bridge connecting these two areas.

Funding should be allocated to mitigate congestion but NOT increase overall capacity. A reduction in VMT while maintaining residents' quality of life should be the driving force behind investments.

Response to I-15-1

Thank you for your comments.

The adopted Transit Master Plan (TMP) calls for East-West as well as North-South high capacity transit service. Fully funding implementation of the TMP will be an ongoing process, with additional revenue added incrementally as discretionary grants and dedicated funding streams are developed.

The 6/10 Reconstruction Project includes the construction of a shared-use path to link Providence pedestrians and cyclists to the Washington Secondary. In addition, several major projects in the STIP are designed to alleviate congestion on interstates and local roads alike.

Regarding transit, the State's preference is to first implement lower-cost demand management strategies that reduce travel and operational strategies that make more efficient use of roadway capacity. Consistent with Federal guidance, high-cost capacity increases that primarily serve single occupant vehicle are left as a last resort. To learn more please review the State's Congestion Management Process Plan available at http://www.planning.ri.gov/planning-areas/transportation/congestion-management.php. The plan also identifies additional strategies that the State should consider. Some of these are statewide strategies (e.g., travel demand management or pedestrian network planning), while others are focused on specific congested corridors.

I-16: Barry Schiller

Submit Date: 06/29/2021 **Submit Method:** Oral

Comment I-16-1

As the first 4 years of the STIP are the ones that really count because funding for its projects has to be identified, and while the out-years can include wish-list items with no commitment, I

mainly looked at the years 2022-2025. I think it fair to say the 4-year draft is a disappointing "business as usual."

You couldn't tell from this draft that there was a climate crisis, that an "Act on Climate" bill passed mandating emission reductions, that there was a recently approved Bicycle Mobility Plan (BMP) calling for doubling spending on bike and pedestrian infrastructure, and a Transit Master Plan (TMP) prioritizing increased service frequency. Serious money, beyond the highway repairs we all want, is for highway expansion, while funding for the bicycle and pedestrian program, now called Active Transportation, instead of doubling, is reduced a bit to \$52 million, only about 1.8% of RIDOT's budget. While the Draft STIP complicates analysis by including road resurfacing in some "Active Transportation" projects it also includes some sidewalk improvements in the Pavement Program. But I think it is evident that progress on the bike program will remain quite slow.

To take advantage of the potential for active transportation to better meet its potential to help us on public health, climate, land use and the economy, I think beyond more funding it needs a staffed Office of Active Transportation within RIDOT that engages with local government and community groups. I'd also suggest a pool of money in the TIP for competitive grants for biking or walking in local communities such as MA has. My town (North Providence) once asked for sidewalks on Smithfield Rd where there has been much development, and equipment designed to clear snow from sidewalks, but got no positive responses and seems to have given up on getting help for such projects. We need to do better, we need people in RIDOT who not just check off a box, but care about active transportation and have the resources to help promote it.

The Draft 4-year STIP will keep our commuter rail and bus systems going, but the only real expansion is finishing the Pawtucket-Central Falls commuter rail station. There does not seem to be any additional funding for the buses needed to increase service as called for in the TMP. It also seems there is little or no additional funding for electrification of vehicles or the commuter rail.

Worse, STIP project #5204 giving RIDOT authority to "reconfigure" the Kennedy Plaza bus hub - meaning to break up and disperse the hub, will clearly make the bus system more confusing and less convenient. RIDOT has no experience with designing or operating a bus hub, and their plan has been opposed by riders, planners, the Environment Council of RI, community groups, civil rights activists, and the Providence City Council! As the riders being disadvantaged are disproportionately poor and people of color, the RIDOT plan has drawn a Title VI civil rights complaint. So much for equity! It also squanders the millions of the transit bond that are needed to make improvements at bus hubs throughout the state - in Kennedy Plaza, at the Airport and train stations, including the new train-bus station in Pawtucket where the design does not seem to include indoor waiting or restrooms (which bus passengers have had in downtown Pawtucket), or even a canopy over the walkway between the train station and bus stop.

I note this is actually the state's first official opportunity for public input on RIDOT's anti-transit multi-hub plan. It should be removed from the STIP and the transit bond money reassigned to RIPTA to manage and use to "fund enhancements and renovations to mass transit hub infrastructure throughout the state" as voters were promised by the bond. Unlike RIDOT, RIPTA at least routinely provides for public input in their planning.

There are some expensive highway capacity expansion projects in the Plan: \$205 million more for widening I-95 northbound on the Providence Viaduct right in the center of the historic city which has already given over so much land for highway interchanges, \$78 million for I-295-Route 37 ramps and a widening of I-295 in the "Cranston Canyon," \$78 million for Route 146 including an overpass at the Sayles Hill Rd, and \$111 million for two projects on I-195 including new ramps and a short additional lane. I think all this will encourage more driving and over longer distances despite a stated goal of reducing vehicle-miles traveled. Experience has often been that increasing road capacity to relieve congestion can result in more widespread congestion from the induced additional driving.

With commute patterns likely changing to less of a rush-hour peak, to make room for more active transportation or transit funding, I suggest the \$78 million STIP project #3300 to widen a part of I-295 and reconfigure some ramps with Route 37 be deferred to 2026 or beyond. By coincidence I just drove on that stretch and see no urgent problem. I doubt motorists are clamoring for this project. I don't recall the City of Cranston asking for it either when I was on the TAC. Similarly, other dubious priorities that might be deferred are expanding Route 146 capacity (#3250) and 1195 ramps (#3082.)

Bottom line for me is there is nothing transformational in this Draft despite our crises in climate, social justice, urban decline, sprawl. I encourage planners working on the next revision to better address these crises.

That said I want to acknowledge its not all bad! RIDOT seems genuinely trying to improve our bridges and fix the pavement, to deal with stormwater, finish the Pawtucket-Central Falls commuter rail station, continue to gradually extend the bike paths, they brought back the Providence-Newport Ferry, and they have a strong safety program. I also appreciate RIDOT for successfully designing and implementing the tolls on the heavy trucks that do much of the damage to help pay for its repairs, and Governor Raimondo for using her political capital to get those tolls approved.

Thank you for considering this testimony.

Response to I-16-1

Thank you for your feedback.

Efforts for ongoing improvements for active transportation, transit, and a more complete and multi-modal approach at transportation remain at the forefront of project consideration moving forward. As evidenced in multiple parts of our LRTP, the BMP, TMP, and CMP all put an

emphasis on a multi-modal system for improvement. These plans are a large part of our E-STIP mapping tool, which measure projects based on their potential impacts on several factors that are referenced in these plans. As more projects are analyzed with this approach, we anticipate that Rhode Island will become a more user-friendly and equitable State as it pertains to movement.

In regard to bus and rail, RI continues to work with MBTA and Amtrak to consider new approaches at improving these modes of transportation. These options remain a vital part of improving our system, alleviating congestion, and creating a better and comprehensive network for all residents looking for ways to move that are not car-centric. Bus electrification is under heavy consideration from RIPTA, and pilots have already been put into circulation. Long-term cost benefits, advancements in technology, and additional funding assistance will help to make bus electrification a reality in the future.

As it relates to Kennedy Plaza, efforts here are still very preliminary. We recognize the importance of the bus hub as a central point for those who utilize the RIPTA system and how vital it is to creating an equitable mode of transportation for the thousands of people who need it to get to work, home, school, or to visit downtown. As we continue to advance in talks surrounding Kennedy Plaza, we want to continue to hear from the public to keep the system intact and continue to provide the level of service expected from RIPTA riders.

In Rhode Island's Congestion Management Plan, highway/roadway expansion is seen as a last resort to combat congestion. While some of the projects that are referenced have been underway for some time, please rest assured that with new access to data and alternative approaches at mitigation roadway congestion, that future expansion projects will be under a high level of scrutiny moving forward as we continue to utilize a data-driven planning approach at improving the system.

I-17: Kathleen Gannon

City: Providence

Submit Date: 06/30/2021 **Submit Method:** Oral

Comment I-17-1

I am the board chair for RI Bike Coalition. Budget is a statement of values. Where is the money being spent? Active transportation is not being valued as it accounts for 1.8% of the funding. With so many factors at stake, RI needs a modern multi-modal transportation system which we can't get to with 1.8% of the funding. Should be investing much more. Urge to double current funding for active transportation within the four and ten year STIP, prioritize more funding for equity, implement identified candidate bikeways from the BMP, add funding to municipalities, hire an active transportation employee to support these efforts, treat active transportation as a legitimate part of the transportation system, develop and utilize feedback from active users to best understand how to better the system. Disappointed by lack of attendance for TAC, time of meeting, and turnout.

Response to I-17-1

Thank you for your comment. The 10-year spending program laid out in the STIP seeks to improve bicycle and pedestrian safety through investments in sidewalk and pavement infrastructure. Walking and biking is the focus of RIDOT's Active Transportation program. In addition, several projects in other programs (Bridge, Pavement, Traffic Safety, etc.) include components of alternative transportation. Responses to other comments herein are provided under Comment I-14-1.

I-18: Bob Anderson

Submit Date: 06/30/2021 Submit Method: Oral

Comment I-18-1

Concerned with bridge group listings (Church Street Bridge). Did not see bridge project which is in need of repairs.

Sneetch Pond Road (1319), this road proposed for reclamation, needs drainage repairs. Culvert repair should be included in the scope of work.

Response to I-18-1

Thank you for your comments on the FFY 2022-2031 STIP.

In the case of Bridge #943, the Church Street Railroad Bridge, that structure may also be repaired under a bridge preservation (TIPID 7203) or immediate needs contract (TIPID 6999).

Thank you for the suggestion regarding Sneech Pond Road (TIPID 1319). RIDOT is currently reviewing and inspecting the culverts and drainage structures you referenced along the roadway so that they may be bundled with the roadway reclamation and rehabilitation work in construction.

In the event that additional federal funding may be received, there may be consideration for the acceleration or addition of various projects to the STIP.

I-19: Terri Courtvriend

City: Portsmouth

Submit Date: 06/30/2021 **Submit Method:** Oral

Comment I-19-1

District 72 State Representative. Feels responsible for projects that delayed in her district of Portsmouth/Middletown. Opposed to postponement of STIP ID 1380 and ID 1379. Applaud more bike friendly projects. Communication to the public on how/why projects are delayed are very helpful for elected officials as they are reached out to for advice. Not sure how to influence

the programming process or prevent projects from getting delayed. Would like projects in her district to continue moving ahead as scheduled.

Response to I-19-1

Thank you, Representative Courtvriend, for your comment.

RIDOT and the Division of Statewide Planning understand the need for a resurfacing of Route 138 East Main Road in Portsmouth. This roadway is on RIDOT's Smooth Rhodes project list and may be accelerated if the General Assembly so chooses.

We have identified TIPID 1380, the resurfacing of RI-138 East Main Road from Hedley Street to the Middletown Town Line, as containing sections of the roadway that are in the most urgent need of repair. RIDOT has scheduled the project to begin at the start of the FY22-31 STIP window in fiscal year 2022 (which begins October 1st, 2021). TIPID 1379, which includes resurfacing, pedestrian, and safety improvements along East Main Road from Hedley Street to Turnpike Avenue, will follow.

Adjustments to the timeline of a project can occur for a variety of reasons, among them a need for better coordination with adjacent efforts or additional considerations for permitting and readiness. All projects must undertake a study and development process before they are executed.

I-20: Liza Burkin

Submit Date: 06/30/2021 Submit Method: Oral

Comment I-20-1

With Providence Streets Coalition. Thinks climate change concerns should be addressed better in the STIP because transportation is the largest emitting sector of carbon. What is happening in Portland, OR could happen in Rhode Island. Induced demand is an issue and adding highways (expanding them) does not improve traffic conditions. This STIP does not acknowledge the state's new climate law. All agencies sit on the EC4 therefore all projects in the STIP need to address GHG emissions (how much impact it could have). The Act on Climate law mandates projects show how they contribute to statewide gas emissions, which is required. There is no need for highway expansion at all. Also, there are no supporters of Kennedy Plaza project. Stop making plans that don't conform to present day issues.

Response to I-20-1

We agree that climate change is a vital part of making transportation investment decisions and can be the driver of many projects that make up a comprehensive plan to address the emissions that are attributable to the transportation sector. Under the 2021 Act on Climate, the state will develop a plan to incrementally reduce climate emissions to net-zero by 2050. The plan will be

updated every 5 years and will address areas such as environmental injustices, public health inequities and a fair employment transition as fossil-fuel jobs are replaced by green energy jobs. This is a nascent law that may drive change in the STIP analysis. Your feedback is helpful.

As it relates to Kennedy Plaza, efforts here are still developing. As we continue to advance the project, we want to continue to hear from the public to keep the process focused on users and so we continue to provide the level of service expected from RIPTA riders. We believe a better future will include modern transit infrastructure and operations that become a more preferred way to travel to and from Providence. Your feedback on this project is taken into account.

I-21: Alicia Lehrer

Submit Date: 06/30/2021 Submit Method: Oral

Comment I-21-1

STIP ID 5178 - In the plan, looks like funds being moved from 22/23 to 23/24. We will be ready to construct in 22/23 and will need the funds then, so move the funds back. There are wonderful projects in the BMP that are prioritized, therefore I request a position at RIDOT be devoted to implementing this plan and other alternative transportation plans.

Response to I-21-1

Thank you for your comment regarding TIPID 5178, the Woonasquatucket River Greenway improvements. We have noted this concern. Discussions are ongoing between RIDOT and the City of Providence regarding the shift in funding.

The Bicycle Mobility Plan is an important document that informs project development for several state and local agencies. Walking and biking is a healthier and more environmentally friendly way of travel and is the focus of RIDOT's Active Transportation program. In addition, several projects in other programs (Bridge, Pavement, Traffic Safety, etc.) include components of active transportation.

I-22: Monica Gonzalez

City: Portsmouth

Submit Date: 07/01/2021
Submit Method: Website

Comment I-22-1

I just learned that the improvements to East Main Road (RI-138), the main thoroughfare I use on my daily commute is being pushed back to 2023. This is unacceptable. The road has potholes and is uneven. I'd like to see that plan continue for 2022.

Additionally, though I don't use the other Portsmouth roads as much, I cannot believe that West Main Road (RI-114) is being pushed out to 4 years! That's the most heavily trafficked road on the entire island where thousands of people come in to work and to vacation in Newport.

Why are you pushing back the dates for our town? You can't keep pushing our roads and town center development out further and further, we need the changes!

Response to I-22-1

Thank you for your comments on these roadways.

Improvements to East Main Road are being addressed under three different projects to resurface the road in both Portsmouth and Middletown. The section of East Main Road between Hedley Street and the Middletown Town Line, represented by TIPID 1380, has been identified is in the most urgent need of repair among the three projects. It is being designed in Fiscal Year 2022 (which begins October 1st, 2021). This timeline may be accelerated in if new funding is made available from the American Rescue Plan under RIDOT's proposed "Smooth Rhodes" program.

The remaining two sections, East Main Road from Hedley Street to Turnpike Ave (TIPID 1379) and East Main Road from the Portsmouth Town Line to Aquidneck Ave in Middletown will follow this project. These projects are scheduled in this manner to provide for sufficient time to design and to phase construction to minimize traffic conflicts.

There are two projects along West Main Road in Portsmouth and Middletown. TIPID 1376 will resurface RI-114 West Main Road from Corys Lane to Turnpike Avenue in Portsmouth. This project also includes sidewalk and ADA accessibility improvements along the northbound lane from Anselmo Drive to Turnpike, and southbound from Turnpike to Willow Lane. This project will be followed by TIPID 1360, whose limits range from RI-114 at John Kesson Lane in Middletown up to Mill Lane in Portsmouth (across from the Navy Housing). This project has had its scope expanded to include a shared-use-path with a safe crossing between Stringham Rd. and Mill Ln.

As a commuter, you may understand that we cannot perform these projects simultaneously due to traffic and scheduling conflicts.

I-23: Claire Thomas

City: South Kingstown Submit Date: 07/02/2021 Submit Method: Website

Comment I-23-1

I wanted to voice my support for finishing the extension on the William O'Neill bike path. These and other community building projects are so vital to this town, its people, and its economy. My husband and I recently relocated back to the US after a 4 year stint in Berlin, Germany to the gem of a place that is South County. I would say the only thing that we truly miss about

Berlin is the ubiquity of bicycles as a mode of transportation and not just for recreation. Most streets had sidewalks with separate bike ways. The safety given by having designated bike ways made it possible for children and senior citizens to freely bike to school and stores. My husband and I both had healthier lifestyles in Berlin, with more opportunities to move in our everyday coming and going in life. Investing in these projects with higher priority could make South County a healthier and safer place to be a citizen as well as destination for bicycle enthusiasts. The bike infrastructure here could be so much more if people are willing to envision something bigger for the health and wellness of this community and make biking to and from our shopping, school and work part of the norm.

Thank you so much for you time! Claire Thomas

Response to I-23-1

Thank you for your support on TIPID 5089, the William C O'Neill Bike Path Extension (Phase 4B) and encouragement to make more investments of this kind in South County. We appreciate your feedback during this public comment period.

I-24: Catherine Gervelis

City: Portsmouth

Submit Date: 07/02/2021 **Submit Method:** Website

Comment I-24-1

Hello,

I am writing to comment on the delay in fixing Sprague St in Portsmouth, RI. My understanding is that the funds are already in place for this two part project - replacing the road and adding sidewalks - so there should be no reason to push this project back to 2031. This road provides access to

Portsmouth High School, and many children use it to walk to school. The condition of the road is atrocious and the lack of shoulder or sidewalk is an accident waiting to happen. This project needs to be a priority for the safely of our children.

Thank you, Catherine Gervelis Portsmouth, RI

Response to I-24-1

Thank you for your concern regarding TIPID 1377, the resurfacing and sidewalk improvements for Sprague Street in Portsmouth.

Discussions are ongoing with the town and RIDOT regarding the timing of this project. The timeline for this project may be accelerated if new funding is made available from the American Rescue Plan under RIDOT's proposed "Smooth Rhodes" program.

I-25: Charles Plungis

City: Portsmouth

Submit Date: 07/03/2021 **Submit Method:** Website

Comment I-25-1

The significant delays to Portsmouth roads a d sidewalks are unacceptable. Portsmouth is the entrance to the island, Newport, and the Naval Base for a significant number of upstate and out of state visitors and employees, not to mention the significant number of island residents in Portsmouth. The roads do not reflect the outsized contribution of Portsmouth residential and business tax revenue to the state, or that of the rest of the island. There is a significant lack of sidewalks and the roads are insulting. They are certainly worse than they were for our parents, and more highly driven now.

Response to I-25-1

Thank you for your concerns with regard to the various resurfacing and sidewalk improvements throughout Aquidneck Island that are included in this STIP.

In RIDOT's Pavement Capital Program there are 4 projects with limits primarily contained within the Portsmouth town line. These projects are TIPID 1360 (West Main Road from Mill Lane to John Kesson in Middletown), TIPID 1376 (West Main Road from Corys Lane to Turnpike Avenue), TIPID 1379 (East Main Road from Hedley Street to Turnpike Avenue), and TIPID 1380 (East Main Road, Hedley Street to the Middletown Town Line). The Active Transportation Program (ATP) includes the resurfacing of Sprague Street with full sidewalk replacement under TIPID 1377. These five projects account for nearly ten miles of linear roadway resurfacing and almost 130,000 square feet of sidewalk repairs or extension.

Many of the Active Transportation Program investments for this proposed STIP are in the Town of Portsmouth. In addition to the aforementioned Sprague Street improvements, TIPID 5161 will create a shared-use bicycle and pedestrian path that links RI-114 West Main Road to Burma Road along Old West Main and Stringham Road. TIPIDs 9004 and 9005 aim to improve East Main Road will construct a shared use path from Turnpike Avenue in Portsmouth down to Enterprise Center in Middletown. TIPID 5162 will improve cyclist and pedestrian safety on the Mount Hope Bay bike path along Anthony Road and Boyds Lane.

Future pedestrian and motorist safety improvements, including signal improvements where East Main Road meets McCorrie Lane (TIPID 5377), are being investigated at this time.

TIPID 1380, the resurfacing of East Main Road from the Middletown Town Line to Hedley Street, will be addressed at the start of this new STIP window in Federal Fiscal Year 2022 (which begins October 1st, 2021). The timelines for resurfacing projects may be accelerated if new funding is made available from the American Rescue Plan under RIDOT's proposed "Smooth Rhodes" program.

I-26: jill murphy

City: portsmouth

Submit Date: 07/03/2021 **Submit Method:** Website

Comment I-26-1

ive lived here since 2015 and always disturbed by the condition of Sprague St.in Portsmouth, RI.

This is a cut through to major route(24), and also a path to the local high school. It appears to be almost abandoned.

What has to be done to shake up a highway dept to fix this mess before my grandson (now 4) walks to high school with any respect for civil engineering

Response to I-26-1

Thank you for your concern regarding TIPID 1377, Sprague Street Resurfacing and Sidewalks. This project will resurface Sprague Street from Turnpike Avenue to East Main Road with sidewalk improvements along both sides of the route for that extent. This effort includes sidewalk improvements to bolster pedestrian/student safety towards Education Lane.

This project may be accelerated in the event additional transportation funding is received through the passage of a federal appropriations bill. Furthermore, the authorization of COVID-19 relief funding to be used to fund RIDOT's proposed "Smooth Rhodes" initiative may also accelerate the resurfacing of approximately 30 state roadways. Discussions are ongoing between RIDOT and the Town of Portsmouth regarding the timing of this project.

I-27: Raymond Harrison

City: Jamestown

Submit Date: 07/03/2021 **Submit Method:** Website

Comment I-27-1

The road surfaces of the state roads on all sides of the ritba headquarters in Jamestown are in astoundingly bad condition and need to be milled and re-paved soon. The current unreasonable plan to repave in 2027 should be reconsidered. Thanks

Response to I-27-1

No final response has been entered.

I-28: John Morgan

City: Jamestown

Submit Date: 07/03/2021 **Submit Method:** Website

Comment I-28-1

That road is deplorable and has caused damage to one of my antique vehicles. I now attempt to avoid the area which is difficult due to where I live. Please see that this is replaced much sooner then later. This area gets a large amount of traffic and won't last six more years. It really need replacement now!!!

Response to I-28-1

Thank you for your comment.

It is helpful to specify which road you are expressing concern over its condition. If this comment is in regard to East Shore Road on Jamestown (TIPID 9992), that section of roadway is new to the STIP and was bundled with other improvements on the island that existed in the previous STIP (FFY18-27).

The timeline for the resurfacing of that roadway may be accelerated if new funding is made available from the American Rescue Plan under RIDOT's proposed "Smooth Rhodes" program.

I-29: Douglas Young

City: Portsmouth

Submit Date: 07/04/2021 **Submit Method:** Website

Comment I-29-1

The continued pushback of projects on Aquidneck island is adding a tax to the population in the form of increased vehicle maintenance. Driving with on east main road from the Portsmouth town line to the intersection of west main road sounds like feels like your car is a trotting horse. Newport is the premiere tourist location in the state and this is how we introduce people to our state? My infant is unable to sleep on East Main Road every time we drive on it she wakes up.

As for the Sprague Street project. I am a resident off Sprague Street and had to walk to the high school every day for four years and walk to my bus stop for middle school before that. In the winter the lack of sidewalks makes it unsafe. I was forced to walk on mounds of snow watching cars skid by me on under prepared roads. For my own safety I was forced to cut through Fort Butts where I would encounter large snow drifts causing delay to my arrival.

I am active duty military and have just moved back to the area and as a result of these road conditions my vehicles have started squeaking in ways they previously did not. Not due to age mind you, both are under six years old, but due to wear and tear on the suspension.

Please consider moving up the East Main Road and Sprague Street projects.

Response to I-29-1

Thank you for your concern regarding TIPIDs 1377 (Sprague Street), 1379 (East Main - Hedley to Turnpike), and 1380 (East Main - Middletown to Hedley) in Portsmouth. Discussions between the State and Town of Portsmouth regarding this project are ongoing.

TIPID 1380 will address some of the areas that are in the most urgent need of repair along East Main Road. This project will start at the beginning of the new STIP window in Federal Fiscal Year 2022, which begins October 1st, 2021. It will be followed by further improvements northward along East Main Road under TIPID 1379.

The timelines for these projects may be accelerated if new funding is made available from the American Rescue Plan (ARP) under RIDOT's proposed "Smooth Rhodes" program. Smooth Rhodes, if approved by the state, would accelerate approximately thirty resurfacing projects throughout Rhode Island.

I-30: Patricia Slingluff

City: Jamestown

Submit Date: 07/04/2021 Submit Method: Website

Comment I-30-1

No way can the East Shore Rd. By the Newport Pell Bridge office be operational until 2027! It's on the verge of breaking axles now with big pot holes, cracks etc. As a tax payer lam begging the State to fix this short road......it is heavily traveled as the main way to get off the island, which is probably why it is so damaged. All we need is for our ambulance rushing to a hospital to fall in the pothole.....cars at night may not see the hazards. Fix it!

Response to I-30-1

Thank you for your concern regarding the section of East Shore Road included under TIPID 9992, the Jamestown Corridor. This section of roadway between Conanicus Avenue and the RITBA Headquarters is new to the STIP and was incorporated into this corridor as part of coordination with the resurfacing of North Road near the Round Swamp.

If the use of American Rescue Plan funds for RIDOT's "Smooth Rhodes" program is approved, may allow for some projects or sections of roadway to have their work timelines accelerated.

I-31: Marissa Kapp

City: Manville

Submit Date: 07/06/2021 Submit Method: Website

Comment I-31-1

A bus for Manville would be great! We already have bus signs going up Manville hill rd down mendon rd into woonsocket. Or at least expand flex to pick manville residents up

on their way to old river rd. It's very difficult to walk every where with young children and no car, also walking sayles hill is a bit dangerous when you get to the on and off ramps of the highway, plus there is a stretch of road with no side walks. And when the mosk is in session cars line the lane near the guard rail making it difficult to safely walk up to get to the 54... and also when it snows it's a nightmare because the side walks are not shoveled...

Response to I-31-1

Thank you for your concerns regarding the proposed STIP for FFY 2022 - 2031. Transit Forward RI 2040, Rhode Island's Transit Master Plan (TMP), calls for a new bus route serving Manville. Additional revenue will need to be added incrementally as discretionary grants and dedicated funding streams are developed to implement the TMP.

The FFY 2022-2031 STIP does have some pedestrian improvements planned for Sayles Hill Road under TIPID 1371. This project will resurface the roadway and perform sidewalk replacement between RI-146 and RI-126 Old River Road at Manville Memorial Park. The scope of this project may be altered to account for additional needs as it approaches the design phase.

I-32: Jane Roggero

City: Portsmouth

Submit Date: 07/06/2021 **Submit Method:** Website

Comment I-32-1

The conditions of East Main Road in Portsmouth are deployable. Certain sections, section south side near St. Mary's Episcopal Church is unavoidable and dangerous as most drivers try to avoid while straddling the line. I drive this section of road two to six times a day. My car rattles relentlessly. My shocks and their coverings are taking the blunt of the use and need to be replaced AGAIN. The patching of the section of road only makes the condition worse. We'd be better off with dirt roads that could be filled with more dirt and leveled with a shovel. All kidding aside, Aquidneck Island roads are deployable. The state should be embarrassed by the conditions of roads so heavy used by not only the locals but tourists. Please consider completing the road resurfacing as schedule and NOT postponing.

Response to I-32-1

Thank you for your feedback regarding the resurfacing of East Main Road in Portsmouth.

The section of East Main Road in front of St. Mary's Episcopal Church is included in TIPID 1380, which is a resurfacing of East Main Road from Hedley Street to the Middletown Town Line. If additional transportation funding under a federal appropriations bill or the receipt of COVID-19 relief funding to fund RIDOT's "Smooth Rhodes" is obtained, projects such as this one may be accelerated. RIDOT recognizes the need to resurface this roadway, and has scheduled it to start at the beginning of the new STIP window in Federal Fiscal Year 2022. Please note that FFY 22 begins October 1st, 2021.

I-33: Robert Griffin

City: Little Compton
Submit Date: 07/06/2021
Submit Method: Website

Comment I-33-1

Would love to see more of this spent on dedicated bike lanes/paths (i.e. not shared with car users). Linking existing paths would be an especially valuable effort, and bringing paths to towns that are not on the existing network.

Regards, Rob Griffin

Response to I-33-1

Thank you for your feedback on the FFY22-31 STIP.

RIDOT and the Rhode Island Division of Statewide Planning remain committed to investments in various forms of active transportation infrastructure. These investments include the maintenance, extension, and creation of both separated and shared-use bike paths throughout the state.

As an example of dedicated bike lane projects, the 6/10 Project, under TIPID 3122, includes funding to link the Woonasquatucket River Greenway to a soon-to-be extended portion of the Washington Secondary Bike Path (see TIPID 5215).

In addition, upon identification of an alignment that is more considerate of local wildlife and natural resources, the William C. O'Neill Bike Path Extension - Phase 4B (TIPID 5089) will create a direct link between the South County Bike Path and recreational facilities at Narragansett Town Beach.

Furthermore, TIPID 9002, paving of the Trestle Trail's West Section, will provide for nearly 5 miles of new bike path that will link the villages of Summit and Greene in Kent County to the Connecticut Greenway. These projects, among others like them in cities like Woonsocket and Newport, represent just one facet of how this STIP addresses the expansion of active transportation modes.

Finally, the STIP's new Corridor Projects Program presents a new opportunity for the incorporation of active transportation investments into larger capital projects at project inception.

I-34: Graeme Smith

City: Portsmouth

Submit Date: 07/06/2021 **Submit Method:** Website

Comment I-34-1

I hear there is now a proposed delay to work on Aquidneck Island pushing it out 2 or 3 years.

I understand you must prioritize.

But the light at on 138 at Oakland/Glen Farm is approved and FUNDED.

The continued use of the firebreathing "snot machine" to fill small holes and patches - witnessed again this morning (July 6th, 2021) just creates a discontinuous, rippled mess which merely throws the wear to the edges of the patches - to enlarge and grow again.

138 and 114 are major tourist routes and they are plumb worn out now. Throwing good money into bad holes does not make any sense.

Time to get on with it and adjust the priority before someone gets killed at the Glen Farm intersection.

Response to I-34-1

Thank you for your comments on Aquidneck Island projects in the STIP.

The new STIP window is for the fiscal years 2022 to 2031. The signal installation at the intersection of RI-138 with Oakland Farm/Linden Lane is still funded and construction will begin later this year.

Additional work locations for the Traffic Safety Program, including improvements to specific intersections, will be identified as various needs arise throughout the FY 2022 to 2031 STIP window. At this time, the McCorrie Lane intersection with East Main Road has been identified as being in need of improvement (TIPID 5377) and is programmed into the STIP accordingly.

The sealing of cracks, holes, and chips in the roadway is intended to perform a rapid-response to safety hazards on Rhode Island's roadways. These pavement preservation activities are an immediate action that help to preserve roadways in a more proactive manner. The resurfacing of East Main Road throughout Middletown and Portsmouth is scheduled under TIPIDs 1357, 1379, and 1380. The first phase of this resurfacing is scheduled to commence in Federal Fiscal Year 2022, which begins October 1, 2021.

The approval of American Rescue Plan funding for RIDOT's "Smooth Rhodes" program may expedite the resurfacing of these roadways.

I-35: Kristine Olf

City: North Kingstown Submit Date: 07/06/2021 Submit Method: Website

Comment I-35-1

How about using the money for bike paths? Every state has these everywhere, especially in the cities. RI is seriously lacking here. NO MORE HIGHWAYS. RI is the SECOND most densely populated state in the US. Are we trying to reach #1?! Let's encourage people to bike everywhere. More people than ever are now biking post covid. Let's take advantage of it and be more environmentally AND health friendly.

Response to I-35-1

The STIP's Active Transportation Program contains \$180M, or 6% of capital investments, thereby making Rhode Island a regional leader in active transportation investments. Fifteen projects within the Active Transportation Program provide for direct investments in bicycle facilities. 85% of all system expansion projects in Rhode Island are expansions of active modes of transportation, with some of the remainder including projects whose only expansion consists of sidewalk extension for roadways.

Investments in active transportation are not exclusive to the Active Transportation Program. Projects in the Major Capital Projects program, such as the 6/10 Project (TIPID 3122) and Henderson Bridge (TIPID 3061) will make investments into the creation of new bike bridges or integration of bike lanes onto new structures. Similar investments appear in the Pavement Capital Program and Traffic Safety Program.

I-36: Mary Oconnor

City: Charlestown

Submit Date: 07/06/2021 Submit Method: Website

Comment I-36-1

While I am not against needed repairs to bridges and roads, the goal should not be create just faster traffic patterns. The goal needs to be to provide options that address the need to reduce carbon emissions including items such as safe bike and walking options. The evidence is clear if you build better roads, there will be an increase in cars using them. If you build better bikeways there will be more people using them. Why is Rhode Island so far behind all the other New England states in terms of bikeways!

Response to I-36-1

The projects that are programmed in the STIP are incorporated based on their feasibility and how well they further the goals and objectives of the State of Rhode Island's Long Range Transportation Plan (LRTP) which was adopted in 2020. These goals include Connect People and Places, Maintain Transportation Infrastructure, Strengthen Communities, Promote Environmental Sustainability, and Support Economic Growth.

In the first four years of the STIP, expenditures on pedestrian and bicycle modes will account for 5% of all capital expenditures. In addition, 18% of all projects have a secondary benefit for bicycle and pedestrian improvements. An example of a project which has a secondary benefit

includes a roadway resurfacing that also provide for new sidewalks, such as TIPID 1298 (RI-103 Willet Avenue from Bullocks Point to Kings Gate) in Barrington and East Providence.

Roads are not constructed with only a single mode of travel or type of user in mind. In fact, system expansion projects (projects that expand the transportation network) are dominated by projects that expand the state's bicycle and/or pedestrian network (85%). Among the 11% of projects that expand the "Roads & Bridges" category, the majority are roadway resurfacing projects that are extending sidewalk to improve pedestrian access and walkability. In the limited circumstances where a lane may be added to a roadway for a brief distance, those decisions are often made with user safety as the primary consideration (ex: the I-295 and RI-37 ramps in Cranston).

This STIP makes extensive investments in a variety of bicycle network improvements ranging from maintenance to system expansion. The Trestle Trail (TIPID 9002), Washington Secondary Bike Path (TIPID 5215), South County Bike Path (TIPID 5089), Blackstone River Bikeway (TIPIDs 5293 and 5319), Woonasquatucket River Greenway (TIPID 5178) are all programmed for some form of extension or new construction. The STIP is committed to finding both a temporary and long-term solution to maintain the linkage of the East Bay Bike Path across the Barrington and Warren rivers (TIPID 5005). Shared-use-paths that promote the inclusion of safe cycling on Rhode Island's roadways appear in 3 separate projects in Portsmouth alone (TIPIDs 1360, 9004, 9005). Others appear in major capital projects (Pell Bridge Ramps, 6/10 Project) or are in RIDOT's new Study and Development Program.

I-37: Chris Szlatenyi

City: Wakefield

Submit Date: 07/06/2021 **Submit Method:** Website

Comment I-37-1

The STIP should fund transporting PEOPLE, not vehicles. The data shows more and more people opting for cycling and other active modes of transportation despite the poor infrastructure, and these preference are only predicted to increase in the coming years. Car culture is ubiquitous BECAUSE it gets so much funding. Let's not perpetuate the cycle of wider and wider highways inviting more and more traffic. We have a choice to create something better. The people already want better alternatives. 1.8% on active transportation is pathetic. We demand this become a higher priority.

Response to I-37-1

No final response has been entered.

I-38: June Speakman

City: Warren

Submit Date: 07/06/2021

Submit Method: Website

Comment I-38-1

Yes, we have lots of infrastructure needs, and the roads and bridges are receiving long overdue attention. But pedestrian and bicycle paths are essential too, and take some of the pressure off of the car paths. And they're good for the environment, public health, and local businesses. Please ensure that more funding is devoting to ped/bike byways. I, of course, have a particular interest in the two bridges over the Palmer and Barrington rivers. Thank you.

Response to I-38-1

Thank you for your feedback on the FFY 2022-2031 STIP.

TIPID 5005 in the Active Transportation Program entails the replacement of the East Bay Bike Path Bridges. This project will commence at the start of the new FFY22-31 STIP window. The Federal Fiscal Year 2022 begins October 1st, 2021.

I-39: Theodore Pietz

City: Portsmouth

Submit Date: 07/07/2021 **Submit Method:** Website

Comment I-39-1

To Whom It May Concern,

Please record my objection to the proposed delay in the two paving projects STIP #1379 & #1380. The state of East Main Road in Portsmouth, RI is of utmost concern, including but not limited to the lack of sidewalks on Quaker Hill which represent a major hazard to pedestrians who rely on walking from the senior housing (Quaker Hill Manor) to various medical facilities, drug stores, and the supermarket.

STIP #1379 & #1380 should proceed as originally planned, as there is simply no reason to allow the state of the road to further deteriorate which will only lead to more a costly rehabilitation.

Thank you for considering these comments.

Respectfully submitted, Ted Pietz

Response to I-39-1

Thank you for your comments on STIPIDs 1379 and 1380, which regard resurfacing and sidewalk improvements along East Main Road in Middletown.

TIPID 1380 represents the section of East Main Road that is in the most immediate need of resurfacing. Its limits extend from the Middletown Town Line up to Hedley Street. This project is

scheduled to commence at the start of the new STIP window in Federal Fiscal Year 2022, which begins October 1st, 2021.

TIPID 1379, East Main Road from Hedley Street to Turnpike Avenue, is currently scheduled to begin once the other segment is completed. The project's timeline may be accelerated if additional transportation funding is provided through a federal appropriations bill or if COVID-19 relief funding is authorized for RIDOT's "Smooth Rhodes" initiative.

The pedestrian improvements included within TIPID 1379 include sidewalk rehabilitation and extension. This includes pedestrian improvements in front of Quaker Hill Lane. Because Quaker Hill Lane is not a state road, any suggestions for improvement should be directed to the Town of Portsmouth.

I-40: Lauren Bogues

City: Portsmouth

Submit Date: 07/07/2021 Submit Method: Website

Comment I-40-1

I think it is deplorable that you would even consider postponing the resurfacing of East Main Road in Portsmouth. You don't need to be able to see that the road is in despicable condition, just have someone drive you down it and you can feel your back rattling from all the patches put down. It's time to put some effort into Aquidneck Island, RIDOT! There was a crater on East Main Road in front of Seveney Fields on July 3rd that took out a friend tire. It's unfair that you think we can wait YET AGAIN for a fix. Perhaps we shouldn't have wasted money on the sidewalks that 6 people use in the North end of town and focused on the road that EVERYONE uses.

Response to I-40-1

Thank you for your concern regarding TIPIDs 1379 and 1380.

TIPID 1380, which contains the section of East Main Road in front of Gardner Seveney Complex, is scheduled to commence in 2022, at the very start of the FFY 2022-2031 STIP. The limits of resurfacing under that project run from the Middletown Town Line up to Hedley Street. Federal Fiscal Year 2022 begins October 1, 2021.

TIPID 1379 extends from Hedley Street to Turnpike Avenue. At the request of the Town of Portsmouth, this project includes sidewalk rehabilitation, extension, and traffic safety improvements. Construction of this segment will be coordinated with TIPID 1380.

If American Rescue Plan funding is approved for use in RIDOT's Smooth Rhodes initiative, roads like East Main Road may have their resurfacing timelines accelerated.

I-41: Judy Menton

City: Bristol

Submit Date: 07/07/2021 **Submit Method:** Website

Comment I-41-1

The two bicycle bridges in Warren and Barrington should be at the top of the repair list. These bridges provide safe access on the East Bay Bikepath. These bridges have been closed for repair since 2019, even though there was \$10 million allocated for this repair (per RI Department of Transportation, January 2020). Not a bit of work has been done as yet. This is the second summer without safe access over these bridges by bicycle. While they remain blocked, thousands of travelers are forced across the neighboring motor vehicle bridges, which were never designed to accommodate bikes, scooters, joggers or strollers. The risks are high every day, especially on those school days when hundreds of young Barrington children bike from one side of town to the other. DO NOT WAIT FOR A TRAGEDY TO GET TO WORK ON THIS LONG DELAYED REPAIR OF THE EAST BAY BIKEPATH BRIDGES.

Response to I-41-1

Thank you for your feedback on the FFY 2022-2031 STIP.

TIPID 5005, the East Bay Bike Path Bridges is a top priority for RIDOT, which has begun installing a safe, temporary bike path as the agency continues to work with design consultants to find a way to reduce the cost of replacing both bridges which are severely deteriorated. The amount of funding allocated to the repair of these bridges has not been altered in the new STIP, nor has the scope for replacement.

I-42: Karen Hlynsky

Submit Date: 07/01/2021 Submit Method: Email

Comment I-42-1

I didn't find the mapping tool that you referred to. However, I did search for "Elmwood Ave" and found a reference to new sidewalks on Elmwood south of Roger Williams Ave.

I was disappointed that there was no mention of improvements north of Roger Williams Ave, which is where there have been some serious traffic accidents. There's been some talk of a road diet and/or better traffic management at the intersections of Elmwood Ave with Roger Williams Ave and Cadillac Dr. They are just a block apart. The single traffic light at Roger Williams doesn't manage traffic from Cadillac Dr.

There's also no mention of the request for safer pedestrian crossing at Atlantic and Elmwood.

Response to I-42-1

Thank you for your comments. The STIP Project Dashboard can be accessed from this link: https://risegis.ri.gov/portal/home/item.html?id=a2122bbbf1434cd6b73d6b2216458c1b

Regarding your concerns about safety improvements to Elmwood Avenue, at this time, RIDOT, with the approval of the State Traffic Commission (STC), has identified the intersection of Elmwood Avenue and Thackery Street for intersection improvements under TIPID 5376 (2022 Intersection & Crosswalk Improvements: North/Central). RIDOT is actively assessing additional intersections along and segments of the Elmwood Avenue corridor for potential safety improvements. The specific intersections that your comment refers to, where Elmwood Avenue meets Cadillac Drive and Atlantic Avenue, are contained within the area of the City of Providence's proposed CityWalk Improvements for pedestrians. Improvements made by RIDOT along this route require advanced coordination with the City and RIPTA.

Additional improvements may be identified by the State Traffic Commission for investment during the lifespan of this new STIP.

I-43: Kevin Essington

City: Providence

Submit Date: 07/08/2021 Submit Method: Website

Comment I-43-1

The stated goals of the STIP include "Expand connectivity across modes" "Reduce Travel Congestion" "Improve regional connectivity" "Improve individual and community health" "Foster social equity" "Encourage connected communities" "Reduce vehicle miles traveled" "Reduce transportation greenhouse gas emissions" "Create a network of open space, trails, and paths."

Your \$8.19B plan for the next 10 years of capital funding instead will promote air pollution, VMT, congestion, increased carbon emissions, and lack of connectivity within and between communities.

Only 1.8% of the first four years of the budget (i.e. the funded part) is for walking and biking. Regionally Significant Projects are, with the exception of two transit projects (the new Pawtucket MBTA station and the Amtrak platform at T.F Green), nine very large highway projects. Conversely, Unfunded Regionally Significant projects include only one highway project and four transit projects.

The world is in the midst of a climate crisis and rapid urbanization. What we build today must reflect the rapid changes we will and must make in how we transport ourselves and our goods and services. Instead, the funded commitments feel very much like the same that we have been making for 80 years. And they surely will not meet the plan's goals. It is time to move beyond words about making our transportation system more resilient, people-focused, and sustainable.

It is time to rebuild your budget in this plan to actually put your considerable financial weight behind your goals. I urge you to make many changes to this plan. Accelerate transit and pedestrian projects. Defund new highway and bridge construction and only prioritize roads and bridges that need maintenance.

On a more personal note, I encourage you to accelerate funding the replacement and repair of bridges in Roger Williams Park. They are in urgent need of repair, and long-term closures (due to deficiencies or failure) could create chaos in in Rhode Island's most popular municipal park.

Response to I-43-1

The Draft FFY 2022-2031 STIP is financially constrained and the State has a limited amount of funding resources. In the event that additional federal funding is received, there may be an opportunity to accelerate project timelines on many of the bicycle and pedestrian projects.

Active Transportation projects account for 85% of system expansion projects projects. In addition, 4% of the system expansion projects are transit-oriented projects and the remaining 11% is dominated by roadway projects whose sole expansion is in sidewalk extension. Active Transportation is a priority in this STIP. Investments in Active Transportation are made in multiple programs beyond the dedicated ATP.

Rhode Island remains ranked among the worst in the nation for bridge condition. The STIP projects reflect a need to improve that standing. The Major Capital, Corridor Projects, and Bridge programs are dominated by projects that aim to replace, rehabilitate, or preserve critically deficient structures.

We appreciate your comments on TIPID 9996. RIDOT and Statewide Planning are aware that these bridges not only support roadways for automobiles, but bike lanes and sidewalks as well.

I-44: David Raileanu

City: Providence

Submit Date: 07/09/2021 Submit Method: Website

Comment I-44-1

When I think about the great cities and regions of the world, I think about their friendliness, their inviting character, their historical context, their commitment to incorporating and emphasizing their natural beauty. I never, not once, have thought a city great because of its magnificent pavement or its grand interstates. When you consider which projects to move forward to completion, please weigh history, beauty, and character much more highly than you weigh throughput, capacity, and return on investment. I'd rather sit in traffic than allow my tax dollars to pave over a poor person's house.

Response to I-44-1

Thank you for your comments on the FFY 2022-2031 STIP. Rhode Island is an historically rich state with a variety of cultural resources to enjoy. All projects are subject to careful review and consideration of historical, cultural, and environmental resources, as well as equity and accessibility issues, through processes that invite and encourage public input. In this update of the STIP, RIDOT, RIPTA, and the Division of Statewide Planning have also worked together to adjust projects so that projects involving those considerations, including historic districts, archaeological resources, and special population groups are allowed ample time for project development, design, and construction. All STIP projects will continue to evaluate these important issues in the future.

I-45: Ian Kelly

Submit Date: 07/09/2021 **Submit Method:** Website

Comment I-45-1

The transportation money should not be used for highway expansion, or dispersing the Kennedy Plaza bus hub into multiple hubs. Neither of these initiatives serve the people of Rhode Island, which, last time I checked, is your one fucking job.

Response to I-45-1

The Providence Multi-Hub Project [STIP ID 5204] is included in the STIP, programmed for FFY 2022. This line item supports the creation of expanded, state-of-the-art transportation centers and bus hubs serving rail and bus passengers throughout the City of Providence. The project will establish a strategic hub in the Innovation District, enhance connectivity to the Providence Train Station, and reconfigure Kennedy Plaza.

The creation of a multi-hub system brings many benefits to the transit network, including alleviating congestion at a single-hub and allowing for the physical improvement of pedestrian and transit amenities at several locations. Operationally, the multi-hub system is also not expected to negatively impact bus service to and from Kennedy Plaza as 99.8% of the current passengers that take a 1-seat ride to Kennedy Plaza and downtown Providence can continue to do so once the project is in place.

More information can be found here: https://www.dot.ri.gov/about/who/docs/Multi-Hub_Press_Update_11-20.pdf.

I-46: Clayton Commons

City: Portsmouth

Submit Date: 07/09/2021 **Submit Method:** Website

Comment I-46-1

East Main Road in Portsmouth, beginning just North of the intersection with Fairview Lane, has needed repaving for years. All the patching that has been done only serves to shake your teeth loose. It may serve to reduce speed, though there is no evidence of that; everyone routinely does 50 mph in this 35 mph zone. Certainly the rest of this route needs attention, but this has to be among the worst areas in town.

Response to I-46-1

Thank you for your comments regarding the FFY 2022-2031 STIP, and the projects in it that will address East Main Road.

The section of East Main Road that is north of Fairview Lane will be addressed by TIPIDs 1379 and TIPID 1380. The latter will resurface the immediate area of that intersection up to Hedley Street, as well as the remainder of East Main Road southward to the Middletown Town Line. TIPID 1380 will begin in Federal Fiscal Year 2022, which begins October 1, 2021. TIPID 1379 will follow this project.

If American Rescue Plan (ARP) COVID-19 relief funding for RIDOT's Smooth Rhodes initiative is approved, the timeline of these projects may be accelerated.

I-47: Jean Sharac

City: Bristol

Submit Date: 07/09/2021 Submit Method: Website

Comment I-47-1

Can't we make a difference this time around, instead of just, "same old, same old, business as usual". Active transportation should be the thrust of the next 10 years. As just one example of lack of focus, repairing the bridges along the bike path in Barrington has been at a standstill for years. Of course, road and bridge maintenance is very important, but, the widening of existing roads and installation of new ramps will simply implement induced demand, rather than ease congestion. This is in direct conflict with the STIP draft stated goal of reducing vehicle miles traveled. Seems like RIDOT is talking out of both sides of its mouth.

Response to I-47-1

Thank you for your feedback.

Transportation equity, as evidenced in the LRTP and it's supplemental plans (BMP, TMP, and CMP), is at the forefront of consideration for STIP projects moving forward. The Congestion Management Plan indicates that roadway expansion is only performed as a last resort to improving the network, and our hope over time is that we continue to implement the measures from the CMP to mitigate congestion in a more efficient way that considers all modes of transportation. With the onset of a more data-driven approach at transportation planning, we have a greater ability to do this in the future. The implementation of the E-STIP will help ensure that all modes of transportation are accounted for and graded accordingly to promote a more

multi-modal approach at improving our statewide system.

TIPID 5005, the East Bay Bike Path Bridges is a top priority for RIDOT, which has begun installing a safe, temporary bike path as the agency continues to work with design consultants to find a way to reduce the cost of replacing both bridges which are severely deteriorated. The amount of funding allocated to the repair of these bridges has not been altered in the new STIP, nor has the scope for replacement.

I-48: Daniel Baudouin

City: East Providence Submit Date: 07/09/2021 Submit Method: Website

Comment I-48-1

As an avid bicyclist and walker, a Board member of Grow Smart RI, and a former member of the TAC, I strongly support doubling of the proposed budget for the Active Transportation Program from \$54 million to \$108 million for the period FFY 2022- 2025.

My reasons are as follows:

- 1. The proposed budget is too small to implement the stated Vision, Goals and Objectives of the STIP. The Vision states that "This Plan envisions a multi-modal transportation network.". The Goals and Objectives include "Promote Environmental Sustainability" by "reducing vehicle miles traveled, reducing transportation greenhouse gas emissions, and create a network of open space, trails and paths". Another goal is "improve individual and community health". For these words to have meaning, significant increases in the Active Transportation Program are required.
- 2. The draft STIP does not reflect the emission reduction mandates established by the Act on Climate.
- 3. The State's recently approved Bicycle Master Plan calls for a doubling of spending on bike and pedestrian infrastructure.

The proposed Active Transportation Program funding is only 1.8% of RIDOT's budget, a figure so low that implementation of the STIP's Vision Goals and Objectives, Act on Climate and the Bike Mobility Plan is impossible.

A doubling of the resources will at least result in a credible effort to achieve these goals, objectives, laws, and plans. Funding can be achieved by reducing the massive amount of funds in the proposed TIP for highway expansion.

Thank you for the opportunity to comment.

Response to I-48-1

Thank you for your feedback on the FFY 2022-2031 STIP.

The STIP is fiscally constrained, with the FFY 2022-2025 period representing the "constrained period" where specific funding sources must be identified for projects. If additional funding becomes available, there may be opportunities to increase funding for various transportation programs. Active Transportation and Traffic Safety are both a high priority in the STIP with an expanding role in this new STIP.

Please note that the proposed Active Transportation Program accounts for \$180M of funding, which represents approximately 6% of all capital project expenditures over the ten year STIP window (FFY2022-2031). Several projects in other programs (Bridge, Pavement, Traffic Safety, etc.) include components of active transportation. These projects include major capital projects such as the 6/10 Project, which includes a bike path connection between the Washington Secondary and Woonasquatucket River Greenway. Those projects, including RIDOT Traffic Safety's Intersection & Crosswalks projects, are not factored into the 6% figure.

The Bicycle Mobility Plan is an important document that informs project development for several state and local agencies. Walking and biking is a healthier and more environmentally friendly way of travel and is the focus of the STIP's Active Transportation program.

I-49: William Riccio

City: Johnston

Submit Date: 07/09/2021 Submit Method: Website

Comment I-49-1

As a former member and chair of the Johnston Planning Board, I submit this comment in relation to a project that was removed from the TIP, that being The Reconstruction of Hartford Avenue (Route 6A) - Atwood Avenue to Killingly Street. In late 2018, the roadway was resurfaced although no improvements to the existing severely deteriorated concrete curbing and sidewalks were made. Upon inquiry, officials indicated that the roadway repairs were being made as an interim measure as funding constraints required the full reconstruction to be postponed for three additional years (to 2021.) The current draft TIP no longer includes this project which is a major RIPTA bus service route with many stops along this corridor that is also home to our town's senior center, town hall and a new, soon to open, major supermarket chain location (Marketbasket.) Marketbasket recently made improvements to the sidewalks along their frontage likely under the auspices of the RIDOT PAP process; although the remainder of the pedestrian corridor is severely deteriorated or lacks walkable surfaces requiring pedestrians to walk in the roadway shoulder due to access restrictions. Accessibility is missing as many of the surfaces cannot be navigated by wheelchairs as there are pedestrian surface areas comprised of grass, gravel, crushed stone, deteriorated asphalt etc. I appreciate the opportunity to comment and hope that the department can consider re-instating this project to safely accommodate pedestrians, bicyclists and other vulnerable roadway users to increase safety for all. Thank you.

Response to I-49-1

Thank you for your feedback on the FFY 2022-2031 STIP.

RIDOT is aware of the absence of TIPID 1429 in the draft STIP. The project was under review following the 2018 resurfacing, but study of the project indicates that additional work for sidewalks and more thorough resurfacing are required. This project will be reintroduced to the FFY 2022-2031 STIP to complete the repairs on Hartford Avenue.

I-50: Stephen & Joyce Butler

City: Portsmouth

Submit Date: 07/09/2021 **Submit Method:** Website

Comment I-50-1

We recently relocated to a new home we built on East Main Road. The road is in very poor condition and the speed of the commuter traffic is more than dangerous. The road seems to be utilized as a highway but in fact it barely facilitates four lanes. Suggest as the Island continues to grow in population and jobs the State invest in a community that certainly adds major value to the R.I. economy and quality of life.

Response to I-50-1

Thank you for your comment.

TIPIDs 1379 and 1380 address two segments of East Main Road in Portsmouth. TIPID 1380 addresses the section in poor condition from the Middletown Town Line up to Hedley Street. TIPID 1379 will resurface from Hedley Street to Turnpike Avenue (Clement's Marketplace). TIPID 1380 is scheduled to start in Federal Fiscal Year 2022, which begins October 1, 2021.

RIDOT also applied for American Rescue Plan (ARP) funding by to support the proposed "Smooth Rhodes" initiative, which, if awarded by the General Assembly, may allow for the acceleration of these projects.

I-51: Judith Byrnes

City: Newport

Submit Date: 07/09/2021 Submit Method: Website

Comment I-51-1

We have a wonderful bike path system in RI. But such a system would never happen today becasue of misplaced priorities. Case in point are the bridges in Warren Bristol on the

East Bay Bike Path. Why is this not a priority as the current system is unsafe? Are we to wait for a death and a lawsuit?

As for moving Kennedy Plaza buses-who benefits? We know the losers are the most vulnerable among us-shame! More misplaced priorities. And bicyclists, pedestrians, bus riders all pay taxes! What do we get in return?

Response to I-51-1

Thank you for your comment on the FFY 2022-2031 STIP.

TIPID 5005, the East Bay Bike Path Bridges is a top priority for RIDOT, which has begun installing a safe, temporary bike path as the agency continues to work with design consultants to find a way to reduce the cost of replacing both bridges which are severely deteriorated. The amount of funding allocated to the repair of these bridges has not been altered in the FFY 2022-2031 STIP, nor has the scope for replacement.

In addition, the STIP includes improvements to and extensions of numerous bike paths throughout the state. TIPID 9002 includes a nearly 5 mile extension of the Trestle Trail bike path from Summit Village in Coventry to the Connecticut State Line. The Washington Secondary Bike Path scheduled for extension under TIPID 5215, and the 6/10 Project includes bike amenities to link the path to the Woonasquatucket River Greenway. Said Greenway is programmed for additional enhancements under TIPID 5178. Improvements to other paths, including but not limited to the Aquidneck Island Bikeway (5161) or Blackstone River Bikeway (5319), are also scheduled.

Regarding TIPID 5204, the creation of a multi-hub system brings many benefits to the transit network, including alleviating congestion at a single-hub and allowing for the physical improvement of pedestrian and transit amenities at several locations. Operationally, the multi-hub system is also not expected to negatively impact bus service to and from Kennedy Plaza as 99.8% of the current passengers that take a 1-seat ride to Kennedy Plaza and downtown Providence can continue to do so once the project is in place. RIDOT and its partners will continue to take feedback and hear from the public throughout this process.

More information can be found here: https://www.dot.ri.gov/about/who/docs/Multi-Hub_Press_Update_11-20.pdf.

I-52: Barbara Lents

City: Portsmouth

Submit Date: 07/10/2021 Submit Method: Website

Comment I-52-1

Thank you for the opportunity to provide input regarding the maintenance of our roads. Since we moved here nine years ago, East Main Road in Portsmouth has been in a constant state of disrepair. Instead of repaving, only patchwork has been done, except for the area north

of Clement's which only happened because they changed the number of lanes. The dangerous condition that the road is in is made even more treacherous by the narrow lanes and no shoulders. I can see that it would be quite an undertaking to widen the road, given the utility poles' placement just off of the shoulders. I would strongly suggest that East Main is reduced to two lanes with a turn lane in the middle. This would allow for shoulders, which could also be used by bikers. I truly don't think this would cause delays. It would make the road so much safer by eliminating the sudden stops that occur from left turns in the left lanes. We could consider an increase in the speed limit to 40 if there were concerns about the reduction in lanes causing delays.

If this can't be done, please at least repave the road. Beyond being a dangerous stretch of road, it is a terrible impression to give visitors.

Response to I-52-1

Thank you for your comments on the FFY 2022-2031 STIP and the condition of East Main Road in Portsmouth.

The area of East Main Road south of Clement's Marketplace is programmed in the FFY 2022-2031 STIP. This section, which extends from the Middletown Town Line to Turnpike Avenue, will be addressed by TIPIDs 1379 and 1380. TIPID 1380 will begin at the start of the FFY 2022-2031 STIP window in Federal Fiscal Year 2022, which starts October 1, 2021. It will resurface East Main Road from the Middletown line up to Hedley Street. The remainder, East Main from Hedley to Turnpike, is covered by TIPID 1379. That project will follow the more critical section covered by TIPID 1380.

An assessment of potential safety improvements along East Main Road was undertaken earlier this year, with a similar exercise for West Main Road currently underway. Some improvements, such as an investment in the intersection of East Main Road with McCorrie Lane, have been programmed into the FFY 2022-2031 STIP (TIPID 5377).

I-53: James Seveney

City: Portsmouth

Submit Date: 07/10/2021 **Submit Method:** Website

Comment I-53-1

I am writing to express my concern with the proposed Federal Fiscal Year 2022-31 State Transportation Improvement Plan (STIP) for RI. My comments are focused on the ten STIP projects related to my Portsmouth constituents. I strongly endorse the adoption of the several amendments the Town of Portsmouth has requested in the Town Administrator,Äôs letter of July 8, 2021. I believe these adjustments are reasonable, overdue, and given the poor and worsening condition of the roads in question, an increasing priority for repair. These are heavily used roads for both residents and through- traffic and have become unsafe due to their increasingly deteriorating condition.

The STIP is not just a project management tool, it is an important public communication that Rhode Islander's depend on. It is a commitment to action, it instills public confidence and sets expectations for our stewardship of critical infrastructure that affects daily life. I urge you to maintain that commitment to the current STIP schedules, and specifically to adopt the changes to Project ID's #1377, #1380, #1360 as requested by the Town leadership.

Thank you for your hard work managing our transportation system. Please contact me anytime if I can be of assistance, or provide further information.

Response to I-53-1

Thank you, Senator Seveney, for your comments on the Draft FY 2022-2031 STIP.

The state is aware of the urgent need for a resurfacing of East Main Road (TIPID 1380). That is why RIDOT has included it on a list of projects to be funded by the Smooth Rhodes Program, a request for \$150 million in support from the American Recovery Plan funds made available to the state. This initiative, if approved by the General Assembly, will allow for East Main Road, and dozens of other routes throughout the state, to be resurfaced with an accelerated timeline.

The state recognizes the role that Sprague Street (TIPID 1377) plays in providing students of Portsmouth High School with a safe route to school. RIDOT will be reaching out to the Town of Portsmouth to discuss how the resurfacing of this road, and the construction of new sidewalks, may be accelerated.

TIPID 1360 will resurface West Main Road from John Kesson Lane to Locust Avenue alongside repairs to existing sidewalks. We are aware of the role that this road has for traffic bound for NAVSTA Newport and other drivers of the Aquidneck Island economy. As noted previously, the approval of Smooth Rhodes may allow for roadways such as this one to be accelerated.

I-54: Rodney Burkett

City: Providence

Submit Date: 07/10/2021 Submit Method: Website

Comment I-54-1

Please reallocate more funding for public transit initiatives as developed in the Transit Forward RI 2040 plan. Cities, and neighborhoods in communities such as Providence, Pawtucket and Central Falls can be more effectively served with increased public transit services. In addition to improving air quality, traffic congestion can be reduced thus improving travel by automobiles as well

Completion of the Pawtucket/Central Falls MBTA station is important to me, and the electrification of MBTA Providence line can improve service between the PVD and BOS significantly. I believe that in addition to improving the experience of travel between the cities for work and or leisure, this could encourage economic development along the corridor in RI.

Response to I-54-1

Thank you for your comments on the FFY 2022-2031 STIP, as well as your expression of support for the Pawtucket/Central Falls Train Station.

The FFY 2022-2031 STIP is fiscally constrained, but many projects include improvements prioritized in Transit Forward 2040, also known as the Transit Master Plan (TMP). In addition, TIP ID 7151, Transit Master Plan Investments, sets aside \$64.9 million over the next ten years to fund the development of additional TMP projects with a focus on project development in the constrained years. The outer-years provide larger sums for implementation of fleet enhancements, transit corridor expansion, state match funds to support future federal discretionary grants, or other projects to be developed.

If additional funding becomes available, there could be opportunities to increase funding for public transit initiatives and expanding transportation opportunities for transit users.

I-55: Chris Menton

City: Bristol

Submit Date: 07/10/2021 **Submit Method:** Website

Comment I-55-1

A Public comment on State Transportation Improvement Program Cycling is healthy, an economic lift, good for the environment and promotes alert civil behavior.

Ownership!

The Rhode Island's bike infrastructure can be a positive economic support. Instead, Rhode Island lacks functional connectivity, has numerous designs used that are unsafe for bikes and overall maintenance is severely lacking. Significant improvement could be low cost and generate much good will. The state would be reenforcing support to protect the environment and the safety of its people.

Plans exist for a connector from the East Bay Bike Path with a bridge over the Kickemuit River to the Touisset Bike Path. This project may have been funded but remains undone. Plans have been developed to connect RWU to the EBBP increasing safe access to the University. This project lacks funding. The EBBP itself is closed at vital points due to bridges replacements ignored for years with an unsafe detour partially installed further endangering vulnerable road users.

With beautiful shorelines, forested and farmed country sides, bike access should be functional for commuting and recreation. Electric AV bike trolleys should be established for bikes crossing the Mt. Hope, Newport and Jamestown bridges.

Below is an example of a needed easy fix.

The intersection of the Washington Secondary Trail and Providence Street is awkward and dangerous for users of the trail. The painted crossing is oriented to the Toll Gate Road intersection. A diagonal crossing provides a direct crossing and more queue space for cars to yield to bikes. This would require removal of square curbs, painting and signage.

The website document titled 'MOVING FORWARD RI 20/40' Under the long range transportation plan (LRTP) there should be increased focus placing bikes in the forefront.

The Bicycle Mobility Plan should be retitled and re functioned as - bicycle mobility infrastructure deployment. We need to teach as many people as possible to be bike competent, with E-pedal assist where appropriate.

Biking can be an expression of cooperation, courtesy, civility. Denmark, Holland, and other jurisdictions have made a conscious choice to emphasize bicycle usage by developing infrastructure and properly equipping the public.

Public safety needs to assist. The public needs to assist. Rhode Island is a size and density amenable to transforming to a higher rates of bicycling. I propose to flood urban streets with competent cyclists, with federally supported effort to supply more bicycles to people. Particularly people from marginalized populations. This way we are moving in a more fluid fashion. That fluidity makes us strong. It brings us closer moving forward.

Pamela Cotter, RIDOT Policy Director's document, Rhode Island's State Transportation Improvement Program (STIP) FFY 2022 - 2031 Rewrite http://www.planning.ri.gov/documents/tip/2021/STIP-Presentation2021.pdf This document contains charts and images that all but ignore bicycle infrastructure. This is immensely disappointing. Biking in Rhode Island can promote tourism and provide inexpensive transportation.

The Draft State Transportation Improvement Program (STIP) FFY 2022-2031 http://www.planning.ri.gov/documents/tip/2021/Section"STIP-Background.pdf This document only comment regarding bicycle is about injury and death by motor vehicles. Injury and death are reduced with a safer transportation network. Attention and development of safer bicycle infrastructure causes increase bicycle usage.

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Chris Menton is a criminologist and author. He is a student of the bicycle. He rides bicycles to get to work, to explore states and countries, to run errands and a number of other activities. He conducted the first research study of police bicycle patrols, is a nationally certified cycling instructor and a member of the Rhode Island Bicycle Coalition board of directors. He has designed innovative cycles and bikeways. Recently completed National Highway Institute Bicycle Facility Design, Training Course.

Response to I-55-1

Thank you for your comments on the FFY 2022-2031 State Transportation Improvement Program (STIP).

RIDOT is aware of the need for a safer active transportation link between downtown Bristol and Roger Williams University. TIPID 1299, Hope Street and Ferry Road Resurfacing and Sidewalks - Phase 2, aims to address that need. The project not only includes roadway resurfacing and repairs to existing sidewalks, but an extension of sidewalks from Burnside and Walley Streets down both sides of RI-114 to the Roger Williams Campus.

TIPID 5005, the East Bay Bike Path Bridges is a top priority for RIDOT, which has begun installing a safe, temporary bike path as the agency continues to work with design consultants to find a way to reduce the cost of replacing both bridges which are severely deteriorated. The amount of funding allocated to the repair of these bridges has not been altered in the new STIP, nor has the scope for replacement.

Regarding the EBBP/Touisset Bike Path connector via the Kickemuit River, this asset could not be constructed. The project to study the linkage, formerly TIPID 5271 in the FFY18-27 STIP, provided funding for a feasibility analysis to determine an approach for a 1/2 mile section of bike path. RIDOT, in collaboration with the Town of Warren, could not identify a suitable alternative for the path that provided effective countermeasures for critical safety concerns.

We appreciate you bringing you concerns with the intersection of the Washington Secondary and Providence Street to our attention. A pavement project, TIPID 1417, includes that intersection within its limits. This project includes sidewalk replacement and handicapped ramp installation. We will refer this concern to RIDOT's Traffic Safety team for further analysis.

I-56: Sara Burns

City: Providence

Submit Date: 07/10/2021 **Submit Method:** Website

Comment I-56-1

RI needs investment in side walks and affordable carbon free public transportation, not new highways. Invest in green and complete infrastructure. Plant trees. Manage storm water to store climate change floods and help offset drought.

Response to I-56-1

Thank you for your comment on the FFY 2022-2031 STIP.

The FFY 2022-2031 STIP is informed by new mapping analytical tools being used by the Rhode Island Department of Transportation and RI Division of Statewide Planning. Thanks to such tools, RIDOT has identified over 2.5 million square feet of sidewalks that will be repaired or newly constructed as part of the projects in this STIP. This figure will most certainly increase over time, as the effort to measure and map these improvements is still underway.

Active transportation investments are not confined to the Active Transportation Program. Improvements to active modes are considered in the design of new roadways and bridges, or are made in intersection and crosswalk improvements that fall under Traffic Safety. While the Active Transportation Program represents 6% of capital expenditures in the 10-year-plan, accounting for the sidewalks and shared-use-paths that appear in programs like Major Capital Projects or Pavement presents a far more significant and complete picture.

Climate change is a threat that this STIP takes seriously. Using some of the aforementioned analytical tools, RIDOT proactively identifies and accounts for both sea level rise and storm surge flooding in project design. The Stormwater Program represents over \$110 million in expenditures aimed to improve stormwater management and flood control. Again, this figure does not account for the additional improvements made to stormwater under the bridge or pavement programs.

I-57: Patricia Raub

City: Providence

Submit Date: 07/10/2021 **Submit Method:** Website

Comment I-57-1

I am writing on behalf of RI Transit Riders to call for an amendment to STIP project #5204 that currently enables the Rhode Island Department of Transportation (RIDOT) to use most of the transit bond approved in 2014 for a purpose the voters didn't intend: to "reconfigure" the Kennedy Plaza bus hub. We believe a project using that funding should be reassigned to the Rhode Island Public Transit Authority (RIPTA) to "fund enhancements and renovations to mass transit hub infrastructure throughout the state of Rhode Island" as stated in the language of the 2014 bond. (See attachment for details.)

Response to I-57-1

Regarding TIPID 5204, your comments and concerns are heard and noted. The project seeks to improve the existing system for current riders and create opportunities for future expansion of ridership, connect businesses and aid in the continued growth and service of Providence's neighborhoods. Kennedy Plaza will be maintained as a key station within the Multi Hub concept

and the TMP calls for East-West as well as North-South high capacity transit service that will connect multiple hubs in downtown Providence with surrounding areas and neighborhoods. The TMP emphasized the utility of mobility hubs throughout the state to connect high capacity transit and work on the Multi Hub project is being coordinated between RIDOT, RIPTA, and the City of Providence.

I-58: Karina Carmona

City: North Providence Submit Date: 07/10/2021 Submit Method: Website

Comment I-58-1

I do no believe this bill adequately covers the needs of transportation in Rhode Island. The bill should rather focus funds towards public transportation and look to decrease vehicle emissions. Expanding highways instead promoters personal vehicle use. Direct funds to Rhode Island's environmentally conscious transportation needs.

Response to I-58-1

Thank you for your comments on the FFY 2022-2031 STIP.

Public transportation is critical to the success of Rhode Island's transportation infrastructure. RIDOT's Transit Program represents \$260M in expenditure in the FFY 2022-2031 STIP. This is an investment that will help to reduce congestion on roadways, and by extension limit greenhouse gas emissions.

The STIP is Fiscally Constrained, meaning that the uses for funding (projects) can only amount to the sources provided (budget). In the event that additional federal funding is provided, there may be an opportunity to further increase investment in Rhode Island's public transit infrastructure.

I-59: Susan Feeley

City: Providence

Submit Date: 07/11/2021 Submit Method: Website

Comment I-59-1

I am very disappointed to see that the STIP includes so few resources for bicycling. We are in the midst of a climate crisis, and we need to dramatically reduce our dependence on cars if we are to address that problem. Increased resources for bicycling is one solution, but this plan doesn't acknowledge this at all.

An equally serious problem, given how many people are immediately affected by it, is the illadvised approval the STIP gives to using the transit bond money for DOT's plan to break up the

bus hub in Kennedy Plaza. It's truly shocking that an idea so inequitable, and so widely criticized, is being facilitated by those who wrote this plan. I voted for the transit bond money, and I certainly didn't expect it to be used to make use of the bus system more difficult and less efficient for transit users.

Response to I-59-1

Thank you for your comments on the FFY 2022-2031 STIP.

This STIP provides for an increase in funding for the Active Transportation Program up to over \$180M. This funding level represents 6% of all capital expenditures in the FFY 2022-2031 STIP. It should be noted, however, that neither the \$180M or 6% figure account for the myriad of Active Transportation investments made in other projects and programs. For example, investments are being made to create a new shared-use path, sidewalks, and Park N' Ride facilities as part of both phases of the Pell Bridge Ramps projects, which are contained within the Major Capital Projects Program.

Regarding TIPID 5204, the project seeks to improve the existing system for current riders and create opportunities for future expansion of ridership, connect businesses and aid in the continued growth and service of Providence's neighborhoods. Kennedy Plaza will be maintained as a key station within the Multi Hub concept and the TMP calls for East-West as well as North-South high capacity transit service that will connect multiple hubs in downtown Providence with surrounding areas and neighborhoods. The TMP emphasized the utility of mobility hubs throughout the state to connect high capacity transit and work on the Multi Hub project is being coordinated between RIDOT, RIPTA, and the City of Providence. As the project continues to develop, there will be additional outreach events planned for areas affected by the proposal.

I-60: William Alsheimer

City: Portsmouth

Submit Date: 07/11/2021 **Submit Method:** Website

Comment I-60-1

Both East Main & West Main roads in Middletown and Portsmouth are in need of some much needed replacement. They are both heavily travelled as they serve as the two main arteries on the island! The worst parts are near St. Mary's Church and from Union Street to Sandy Point Ave on East Main. The stretch from Union Street heading in both directions to Roger's Lane on West Main are just as bad. These current road conditions are not only causing damage to our vehicles, they are also dangerous as these "potholes and divots" pull the steering wheel out of your hand causing your vehicle to move into the other travel lane. There are also curb and sewer replacement needed as well as no sidewalks for pedestrians to walk safely to their mailbox or to a school or public transit bus stop! Safety should be DOT's number one concern and the can keeps getting kicked down the road! Projects on both roads have been talked about for 25 years or more and it's time get the ball rolling! Here are a few points to ponder:

- 1. When is the last time there has been a true traffic study done on those roads?
- 2. Have you actually seen the volume of traffic at the peak times of the day?
- 3. I've noticed motorists are becoming angry and aggressive therefore driving erratically to "jockey" for position as well as running red lights so they don't have to wait any longer in traffic.

Response to I-60-1

Thank you for your comments on the FFY 2022-2031 STIP.

TIPID 1380 will resurface East Main Road from the Middletown Town Line to Hedley Street. The limits of this project contain the St. Mary's Church and Union-Sandy Point sections mentioned in your comment. It is scheduled to begin at the start of the FFY 2022-2031 STIP window in Federal Fiscal Year 2022. Please note that FFY22 begins October 1, 2021.

A Road Safety Assessment (RSA) study was performed on East Main Road earlier this year in Spring 2021. A similar assessment for West Main Road is ongoing. A signal and turn lane improvement at McCorrie Lane is currently scheduled for work in FFY 2023 (see TIPID 5377). A shared-use path between Sandy Point and Union Street, which includes pedestrian and ADA accessibility improvements, is scheduled for work in FFY2022 under TIPID 9004.

RIDOT monitors travel time delay (TTD) on roadways throughout the state. Roadways are graded and ranked based on this delay, and ranking is one factor in making improvements along the roadway. For a more qualitative approach, RIDOT sends engineers to formally assess roads, and many staff use the routes in their daily routines and are familiar with local traffic chokepoints.

I-61: Kenneth Burke

City: South Kingstown
Submit Date: 07/11/2021
Submit Method: Website

Comment I-61-1

These projects relate to the Town of South Kingstown. Please consider advancing the Rt. 138 project Contract 1 (ID #1399) from Railroad Avenue to Rt. 108 by one year (start design 2022) to coincide with existing utility work in same corridor and to optimize pedestrian safety improvements. Please also consider pavement management (mill & overlay, including restriping and sharrows and share the road signage) for Main Street in Wakefield from High Street to Rt. 108. Lastly, please consider safety improvements throughout the Rt. 108 corridor from MacAurthur Boulevard (crossing of South County Bike Path) to Rt. 138 to include sharrows and share the lane signage and similar markings.

Response to I-61-1

Thank you for your comment.

If the state approves a portion of the American Rescue Plan (ARP) COVID-19 relief funding to finance RIDOT's "Smooth Rhodes" initiative, it may allow for the acceleration of pavement

management projects around the state. However, at this time, the Draft FFY2022-2031 STIP is fiscally constrained. If additional funding becomes available, there could be opportunities to increase funding for various programs and solicit new projects from public entities. Current financial constraints prevented the solicitation of new projects.

We appreciate you bringing the desire for safety improvements along RI-108 to our attention. RIDOT will discuss further with its Traffic Safety team. Such concerns may also be brought to the State Traffic Commission.

I-62: Kenneth Burke

City: South Kingstown
Submit Date: 07/11/2021
Submit Method: Website

Comment I-62-1

Please consider traffic safety enhancements along the Rt. 1 corridor between Westerly and Narragansett to enhance safe bicycle passage along the shoreline. This can be achieved through local roads (for example, Post Road, Old Post Road, Matunuck Beach Road, etc.). The first effort should be a planning level assessment for signage and striping to acknowledge the existing bicycle traffic on these local roads with a focus on enhanced signage and striping. Further efforts could include a focus on safer passage north/south of Rt. 1 at signalized intersections/bridges/or tunnels.

Response to I-62-1

Thank you for your comment. The draft FFY 2022-2031 STIP is fiscally constrained, meaning that current uses of funding (projects) reflect available sources (overall funding). Due to significant funding limitations the Division of Statewide Planning is not currently extending a solicitation for new projects to enter the FFY 2022-2031 State Transportation Improvement Program (STIP). Due to these funding limitations we do not anticipate a call for new projects to occur until at least 2022 and still subject to funding availability. When an open solicitation does occur, the Division of Statewide Planning will provide notification to all Rhode Island municipalities and stakeholders to submit projects applications for the STIP. Detail guidance on how to submit a project application will also be provided at that time. This is when it would be appropriate to submit new projects for consideration in the STIP.

In the interim, this issue may be investigated further through the Study and Development Program.

I-63: Mike Eng

City: Cranston

Submit Date: 07/12/2021 **Submit Method:** Website

Comment I-63-1

I'm a homeowner in RI, parent of a young child, and a daily bicycle and bus commuter. I share a car with my spouse. While car transportation should be part of the picture in our transportation, it should not be the only option. We need more funding and more support for public transit, walking, and cycling to ensure safe, sustainable, and healthy transportation options for all income levels and all ages. While cycling and following the rules of the road, I have been hit by cars four times in the state. Mostly I attribute this to lacking infrastructure for cycling and unaware drivers. I want a future in which my child can travel safely by bicycle throughout our state.

Also, specifically, preserving the central transit hub in Kennedy Plaza rather than splitting it up is an important part of helping people make connections for commuting on RIPTA.

Response to I-63-1

Thank you for your comments on the FFY 2022-2031 STIP.

RIDOT and the Division of Statewide Planning are aware that walking and biking is a healthier and more environmentally friendly way of travel. These modes are the focus of the STIP's Active Transportation Program. The 10-year spending program laid out in the STIP seeks to improve bicycle and pedestrian safety through investments in sidewalk and pavement infrastructure. In addition, several projects in other programs (Bridge, Pavement, Traffic Safety, etc.) include components of alternative transportation.

Regarding TIPID 5204 (Kennedy Plaza), the project seeks to improve the existing system for current riders and create opportunities for future expansion of ridership, connect businesses and aid in the continued growth and service of Providence's neighborhoods. Kennedy Plaza will be maintained as a key station within the Multi Hub concept and the TMP calls for East-West as well as North-South high capacity transit service that will connect multiple hubs in downtown Providence with surrounding areas and neighborhoods. The TMP emphasized the utility of mobility hubs throughout the state to connect high capacity transit and work on the Multi Hub project is being coordinated between RIDOT, RIPTA, and the City of Providence. As the project continues to develop, there will be additional outreach events planned for areas affected by the proposal.

I-64: Nina Wolff Landau

City: Providence

Submit Date: 07/12/2021 **Submit Method:** Website

Comment I-64-1

Overall, the plan completely fails to invest adequately in pedestrian, bicycle, and transit infrastructure. All of these areas are of great need and are greatly supported for a public investment by residents of the state. Instead, this plan largely includes the harmful business as usual of investing in highway expansion. Additionally STIP project No. 5204 gives RIDOT authority to use the transit bond voters approved in 2014 for improving Kennedy Plaza to break

up the hub against the objections of every neighborhood, transit, and environmental group. This STIP spells continued disaster for Rhode Island to build an effective transportation system and fight the climate crisis in a way that supports all people, especially people of color and low-wealth people.

Response to I-64-1

Thank you for your comments on the FFY 2022-2031 STIP.

This STIP represents an increase in investment to active transportation to \$180 million over 10 years. Six percent of all capital expenditures in this STIP are contained within the Active Transportation Program (ATP). An additional \$87.9 million in the Traffic Safety Program provides for investments in intersections and crosswalks to improve user safety throughout the state, for all modes of travel. Projects in programs beyond the ATP contain improvements to pedestrian and bicycle infrastructure, from sidewalk reconstruction and extension (TIPID 9536 or 1298, to provide an example for both), to the shared-use bicycle paths that appear in projects like TIPID 1360 or the Henderson Bridge.

Regarding TIPID 5204, your comments and concerns are heard and noted. The project seeks to improve the existing system for current riders and create opportunities for future expansion of ridership, connect businesses and aid in the continued growth and service of Providence's neighborhoods. Kennedy Plaza will be maintained as a key station within the Multi Hub concept and the TMP calls for East-West as well as North-South high capacity transit service that will connect multiple hubs in downtown Providence with surrounding areas and neighborhoods. The TMP emphasized the utility of mobility hubs throughout the state to connect high capacity transit and work on the Multi Hub project is being coordinated between RIDOT, RIPTA, and the City of Providence. The project is anticipated to generate a net benefit to RIPTA riders and the transit system as a whole.

I-65: JAMES VOGEL

City: South Kingstown
Submit Date: 07/12/2021
Submit Method: Website

Comment I-65-1

Thank you for the opportunity to comment on the 2022-2031 State Transportation Improvement Program.

I applaud the state's effort with STIP and the Statewide Bicycle Mobility Plan. As a resident of South Kingstown, I support the listed projects of: 3399, 1397, 1399, 1576, 1400 and 3135, as well as the general projects to improve sidewalks and crosswalks.

I want to point out to the Transportation Advisory Committee that the Town of South Kingstown has a Bicycle and Pedestrian Master Plan, which can be used to support the planned projects as well as suggest more. In it, we stress traffic calming and pedestrian and bicycle

access within the town. These include specifics for state roads including Routes 1, 1A, 138, 110, and 108.

Cycling on Route 1 in South County is very risky. The Eisenhower Federal Highway Act, made Route 1 into a divided highway suitable for car and truck travel, with little to no consideration for cyclists. Route 1 separates the south shoreline from the rest of the state, and is very difficult for pedestrians and cyclists to cross from South Kingstown, through Charlestown and into Westerly. One key feature we discuss in the plan is a safe Route 1 Crossing, "a bridge to the shore" for Bicycles and Pedestrians.

I propose this link to be at the Post Road, where 1A ends on the south side of Route 1 and Post road goes to Main Street, Wakefield on the Northside of Route 1. This would provide a link to the shore from Wakefield Center, URI, Kingstown Train Station, and the South County Bike Path, and Narragansett. On the south side the link will lead the beaches, to Charlestown and Westerly. An example of this bridge is the Legacy Trail Bridge in Venice Florida, which crosses US 41.

I see this planning effort as a real opportunity to affect the quality of life of our residents and to promote Rhode Island as a destination for active, health conscious travelers.

Thank you again for the opportunity

These are similar to my in person comments at the 29 June 2021, public Comment Meeting in Narragansett, and are in support of and build on the comments of David Hamel, South Kingstown, Faith la Bossiere, Charlestown, and Rosemary and David Smith, Narragansett. James Dean Vogel

Link to the South Kingstown Bicycle and Pedestrian Master Plan:https://www.southkingstownri.com/DocumentCenter/View/5605/Bicycle-and-Pedestrian-Master-Plan-July-2020

Link to the Legacy Trail Bridge:https://drmp.com/expertise/construction-services/bridge-construction-engineering-inspection/legacy-trail-pedestrian-bridge-over-us-41https://www.dougbarnesauthor.com/2017/02/importance-of-legacy-trail-bicycle-bridge-Venice-Florida.html

Response to I-65-1

Thank you for you comments.

The Bicycle Mobility Plan is an important document that informs active transportation project development for several state and local agencies. Walking and biking is a healthier and a more environmentally friendly way of travel and is the focus of the STIP's Active Transportation program. In addition, several projects in other programs (Bridge, Pavement, Traffic Safety, etc.) include components of active transportation.

The FFY 2022-2031 STIP is fiscally constrained, and current funding amounts are limited. If new

funding is made available, there may be an opportunity to increase investment in various programs for projects to be accelerated or incorporated into the STIP. RIDOT is introducing a Study and Development Program with this STIP to investigate transportation improvements throughout Rhode Island.

I-66: Susanna Yim

Submit Date: 07/12/2021 **Submit Method:** Website

Comment I-66-1

I believe if a person needs to pick up their medication, go to school/work, go to the doctor's, see a family member -- they should be able to do that with no trouble. In Boston, in New York, in D.C. -- people are able to rely on public transportation. The majority of people living in these areas use public transportation because it is efficient, because it is sustainable, because it serves the people. That's not the case in Rhode Island. It's time we change that. It's time we invest in improving our public transportation system and make it accessible for one and all. Many Rhode Islanders cannot afford to sustainably pay for gas, insurance, car payments, parking, etc. If you care about racial justice, inclusivity, making a concrete difference for your constituents -- focus on improving our public transportation, not widening the gaps by building highways.

Response to I-66-1

Thank you for your comments on the FFY 2022-2031 STIP.

Public transportation is critical to the success of Rhode Island's transportation infrastructure. RIDOT's portion of the STIP includes \$260 million to support improvements in Transit facilities, infrastructure, and services, in addition to RIPTA's programming which totals more than \$1.5 billion. These include investments in improving public transit, reducing congestion on roadways, and by extension, limiting greenhouse gas emissions.

The STIP is Fiscally Constrained, meaning that the uses for funding (projects) can only amount to the sources provided (budget). In the event that additional funding is provided, there may be an opportunity to further increase investment in Rhode Island's public transit infrastructure.

I-67: Shelby Mack

City: Bristol

Submit Date: 07/12/2021 **Submit Method:** Website

Comment I-67-1

Transportation emissions account for a major percentage of all fossil fuels emissions. As the planet burns and climate change already causes mass suffering around the world, we need to move towards greener forms of transportation. Why does this plan prioritize highway

expansion while deprioritizing other forms of transport? This is unacceptable. We must be part of the solution, not part of the problem. We are out of time.

Response to I-67-1

Thank you for your comments on the FFY 2022-2031 STIP.

Active Transportation is a priority in this STIP and has seen an increase in investment from where it was in the FFY 2018-2027 STIP. The Active Transportation Program is just one home for a plethora of investments to expand active, healthful modes of transportation for Rhode Islanders. In addition, 85% of all system expansion projects are classified as bicycle or pedestrian projects,, 4% are for transit, and the remaining 11% is dominated by projects classified as roadway expansion whose only extension is an extension of sidewalk.

Through investments in active transportation, transit, congestion mitigation, and further study of new transportation opportunities the FFY 2022-2031 STIP is designed to build resilience in transportation infrastructure and mitigate the impact of climate change.

I-68: Daniel Thomas

City: South Kingstown
Submit Date: 07/12/2021
Submit Method: Website

Comment I-68-1

This comment indicates my strong support for improved cycling infrastructure in the State of Rhode Island. Although there exist a few wonderful bike paths in our state, there remains much need for additional infrastructure. Cycling provides an excellent opportunity to connect with nature, establish new relationships in our communities, and reduce our environmental impact. Above all, cycling is just tons of fun. I'm lucky enough to live in South Kingstown, where the William C. O'Neill bike path is one of the most prominent and important public works. For me, this path is not only about recreation, as I utilize the path to travel to work at the University of Rhode Island every weekday. The path is no doubt worth the investment to the local community, increasing property values, providing traffic to local businesses, and improving the quality of life here in South Kingstown. I would love to see other opportunities for residents of Rhode Island to experience the wonder and joy of riding their bicycles, whether for commuting or for recreation. I would especially emphasize the importance of completing the William C. O'Neill bike path to Narragansett Town Beach. Currently, cyclists are left to ride on the road for the final mile or so, which creates a dangerous situation and especially prevents children from safely traveling to this beautiful destination. I am certain that the completion of the bike path will have similar benefits for the Town of Narragansett that are currently experienced by South Kingstown.

Response to I-68-1

Thank you for support of TIPID 5089, the William C. O'Neill Bike Path Extension - Phase 4B. The STIP and this project are a reflection of the State's commitment to finding a permittable route that links this key pathway to Narragansett Town Beach. The State will continue to coordinate with the Town of Narragansett in this effort to complete the last segment of the William C. O'Neill Bike Path.

I-69: Susan Marcus

City: Wakefield

Submit Date: 07/12/2021 **Submit Method:** Website

Comment I-69-1

The Draft FFY 2022-2031 STIP deepens our auto-centric culture just as we should be moving in a more sustainable direction.

To its credit, it will keep our commuter rail and bus systems going and it will finish the Pawtucket-Central Falls commuter rail station. But where are additional funds for the extra buses needed to increase service as called for in the TMP? The Draft STIP also seems to have overlooked additional funding for the electrification of vehicles or the commuter rail.

STIP project 5204 should not give RIDOT the authority to "reconfigure" the Kennedy Plaza bus hub. RIDOT has no experience with designing or operating a bus system, and their break-up plan is adamantly opposed by riders, community groups, civil rights activists, planners, environmentalists and the Providence City Council.

You can strip the STIP of several expensive road building projects as far as I'm concerned: \$205 million more for widening I-95 northbound on the Providence Viaduct \$52 million to rehab the nearby Civic Center ramps \$78 for I-295-Route 37 ramps that also widens 295 in the "Cranston Canyon" \$78 million for Route 146 including an overpass at the Sayles Hill Rd \$111 million for two projects on I-195 including new ramps and a short additional lane.

Highway infrastructure once built is expensive to maintain. Maintaining infrastructure on I-295, a relatively new road, total at least \$83 million. Refurbishing the Huntington Viaduct will cost about \$94 million, a small section of Route 113 about \$28 million.

Meanwhile, RIDOT has been reluctant to spend the \$20 million or so to repair the East Bay Bike Path bridges that have led to dangerous conditions for bicyclists and pedestrians on Route 114.

Some congratulations are due. RIDOT seems genuinely trying to improve our bridges and fix the pavement, deal with stormwater, finish the Pawtucket-Central Falls commuter rail station.

Gradually, they are continuing to extend the bike paths. The Providence-Newport Ferry operates again.

Response to I-69-1

Thank you for your comments on the draft FFY 2022-2031 STIP.

Regarding TIPID 5204, your comments and concerns are heard and noted. The project's focus continues to be the improvement of the existing system for current riders, and look towards opportunities for future expansion of ridership, businesses and to aid in the continued growth and service of Providence's neighborhoods. Kennedy Plaza will be maintained as a central location within the Multi Hub concept. Project goals continue to include improving the bus hub system so that both riders and business see the advantages in growing public transportation. The concepts, innovations and analysis that are being used and developed are driven by local and national public transportation experts, including the RIPTA team. This project is a key component of our state's Transit Master Plan and as such sharing coordination with the Providence Station project and the City of Providence's Park Development.

TIPID 5005, the East Bay Bike Path Bridges is a top priority for RIDOT, which has begun installing a safe, temporary bike path as the agency continues to work with design consultants to find a way to reduce the cost of replacing both bridges which are severely deteriorated. The amount of funding allocated to the repair of these bridges has not been altered in the new STIP, nor has the scope for replacement.

I-70: Sarah Liew

Submit Date: 07/12/2021 **Submit Method:** Website

Comment I-70-1

I just wanted to submit a comment requesting that fund allocation be focused on improving public transportation and bikeways for the state. Every other country that I have traveled to surpasses the US in every way around public transportation. We have opportunities to improve accessibility and efficiency, which is a major win for everyone and the environment. I for one would absolutely prefer to use public transportation rather than a car every day of the week but currently cannot because Rhode island's bus system is slow and outdated.

Thank you!

Response to I-70-1

Thank you for your comments and suggestions on the Draft FFY 2022-2031 STIP.

Active transportation and investments in public transit by both RIDOT and RIPTA remain as key priorities for this STIP. In the design of all projects, including bridges and roadways, RIDOT considers the potential to integrate key improvements for amenities such as dedicated bus lanes, Park N' Rides facilities, or Electric Vehicle (EV) charging stations. RIDOT and RIPTA are

working closely together to implement many of the recently-completed Transit Master Plan to give buses more of a priority on our roadways through bus lanes, signal priority, bus-on-shoulder, etc., so trip times can be reduced in and out of Providence where feasible.

The STIP is fiscally constrained, meaning that the current list of projects reflects the availability of funding. In the event that additional funds are made available, there is a possibility that increased investments will be made to expand public transit and active transportation options.

I-71: Kayla Krupa

City: Foster

Submit Date: 07/12/2021 **Submit Method:** Website

Comment I-71-1

Rhode Island needs greener transportation infrastructure. Expanding highways should NOT be our priority as we live in a world where individual transportation is already catered to too much. With urban areas growing, our money should be spent on having more walking and biking accessibility, as well as public transport for both urban and rural areas. We don't have the time to spend our money on things that further hurt the environment, so we need to act now.

Response to I-71-1

Thank you for your comments and suggestions on the Draft FFY 2022-2031 STIP.

This STIP includes increased investment for Active Transportation versus the prior, FFY 2018-2027 STIP with \$180M in funding allocated over the ten year window. 85% of all projects that expand the transportation network are bicycle and pedestrian projects. It also represents a continued commitment to investing in the maintenance, improvement, and expansion of Rhode Island's public transportation network, as 4% of all system expansion projects are in public transit. The remaining 11% is dominated by roadway projects whose sole expansion is in the extension of sidewalks.

I-72: Jessica de la Cruz

City: North Smithfield Submit Date: 07/12/2021 Submit Method: Website

Comment I-72-1

I am the state senator from District 23 proudly representing North Smithfield, Burrillville and Glocester. Please allow this letter to serve as my comments on behalf of countless constituents regarding the proposed Federal Fiscal Year 2022-2031 State Transportation Improvement Program.

We are extremely concerned about a proposed change to a crucial repaving project in the Town of Glocester. As I am sure you are aware, Route 94, Reynolds Road (STIP ID 1329) from the Foster town line to US-44, was originally scheduled for repaving in 2019 and delayed until 2022. This project is currently shown in funding years 2022 - 2024 with a \$7.3 million budget. The proposed 2022-2031 STIP will delay this project even further to 2024-2027 with a budget of \$6.4 million. I cannot emphasize enough as a lawmaker who listens very carefully to the constituents of this area, this continuous scheduling delay and reduced project budget are inexplicable.

This portion of Route 94 has been a dangerous and recurring issue for the town. Since 2015, the Glocester Police Department has investigated approximately 53 motor vehicle accidents, including a fatality (one too many) and several others resulting in serious bodily injury. The deplorable road surface has been a contributing factor in several of these incidents. The police have received numerous complaints from drivers concerning the temporary "repairs" and surface condition. This has required repeated calls to RIDOT to repair the temporary fixes. The chief of the West Glocester Fire District has also persistently expressed concerns that the road in its current state is a hazard for first responders and emergency equipment.

My understanding is that based on the horrid safety studies the RIDOT committed to move forward with the implementation of several of the recommended projects including resurfacing the approaches. Four years ago, RIDOT resurfaced a short stretch of Route 94 at the FM Research Campus entrance. While these incremental steps to improve the roadway have been welcome, I believe that the area needs to be addressed in its entirety, coordinating the safety improvements and the roadway improvements.

This is a critical project that must be completed immediately without further delay. Pushing the repaving project even further into the future poses a clear and present threat to anyone who travels on the road. I urge the Transportation Advisory Committee and the State Planning Council to reject all efforts to further delay these much-needed improvements on Reynolds Road. Please feel free to contact me at most any time with questions and thank you for your attention to this matter.

Response to I-72-1

Thank you, Senator, for your comments and input on the FFY 2022-2031 STIP.

STIP ID 1329, Route 94/Reynolds Road, is a key priority for RIDOT for all the reasons you mentioned, and one RIDOT highlighted in its portion of the STIP presentation to the TAC in May. That is why the department included it on a list of projects to be funded by the Smooth Rhodes Program, a request for \$150 million in support from the American Recovery Plan funds made available to the state. If the General Assembly votes to make Smooth Rhodes funding available to RIDOT, then this project may be accelerated, along with dozens of other pavement projects around the state.

I-73: Katherine Donato

City: Barrington

Submit Date: 07/12/2021 **Submit Method:** Website

Comment I-73-1

Please consider adding an urgently needed sidewalk (or bike lane) along Sowams Rd from Coach Murgo Ln to Columbus St. in Barrington. There is no longer bussing provided to the elementary schools which causes a dangerous situation with young children walking and biking to school. Drivers regularly exceed the speed limit by 15-20mph. Speed measurement signage and police patrol car presence has not helped. This is a tragedy waiting to happen! Kids will be hurt! You can fix this issue quickly and inexpensively with a sidewalk of under one mile. Please reconsider safety of kids as a top priority.

I have an additional concern regarding the closed bridges on the East Bay Bike Path in Barrington and Warren (Palmer river) where the RIDOT adjustments such as barricades, signage, and painting have made the situation more dangerous for bikers and drivers. Several accidents have already occurred and a forthcoming fatality would surprise no one observing the traffic flow in real life. Please rebuild the bike path bridges as soon as possible.

Thank you for reading my comments.

Response to I-73-1

Thank you for your comment on the Sowams Road Sidewalks. In response to requests like this one, the STIP has a project under TIPID 13002 in the new Study and Development Program that will further investigate the installation and improvement of sidewalks along the entirety of Sowams Road from RI-103 County Road to New Meadow Road.

TIPID 5005, the East Bay Bike Path Bridges is a top priority for RIDOT, which has begun installing a safe, temporary bike path as the agency continues to work with design consultants to find a way to reduce the cost of replacing both bridges which are severely deteriorated. The amount of funding allocated to the repair of these bridges has not been altered in the FFY 2022-2031 STIP, nor has the scope for replacement.

I-74: Michelle Martins-Botelho

City: East Providence Submit Date: 07/12/2021 Submit Method: Website

Comment I-74-1

I'm writing to you today to implore you to no longer delay or push back the timeline for TIP ID#9525 (Pawtucket Ave Roadway and sidewalk improvements: Veteran's Memorial Parkway to Warren Ave) for the City of East Providence. Consideration to review and increase the project's overall funding is also requested. Many of the sidewalks along this main thoroughfare in East

Providence are original to the WPA era and are in dire need of being replaced as they pose ADA and liability issues for the City and State. The roadway is also in desperate need of repair and poses a safety concern for all that travel this State road.

This project was formally requested over a decade ago by the City back in 2011 for the FYE 2013-16 STIP. The Project has since been pushed back multiple times and is now on the schedule for FY2028-31. I should note that since the Project's 2011 request, the EP School Department increased the minimum distance for bus transportation, forcing more students to walk to school along the route.

Any assistance that you can provide to move up the request or, at a minimum, maintain the current schedule would be greatly appreciated!

Sincerely,

Michelle Martins-Botelho

East Providence Resident

Response to I-74-1

Thank you for your comments on TIPID 9525, Pawtucket Avenue from Veterans Memorial Parkway to Warren Avenue. The scope of TIP ID 9525 does include rehabilitation of more than 110,000 square feet of sidewalk along the Pawtucket Avenue corridor. There may be an opportunity for this project to be accelerated if RIDOT receives American Rescue Plan funding from the General Assembly to support the Smooth Rhodes initiative, which would accelerate dozens of resurfacing projects throughout the state.

I-75: Mycala McKay

City: Providence

Submit Date: 07/12/2021 **Submit Method:** Website

Comment I-75-1

While I appreciate that this plan is going to fix roads throughout the state, I am sad to see the main focus here is on our highway system. We need more busses on the road, and we need to invest in systems that benefit all communities; public transit does just that. I urge you to update this plan to match the needs of Rhode Islanders, by putting money into our bus hubs and further investing in public transit. Highways benefit those who drive cars, we have big enough long enough highways. We know that wider highways and more ramps don't make travel easier, it means more cars will be on the road, we need to invest in accessible transportation that is sustainable. mare cars= more emissions.

Response to I-75-1

Thank you for your comments on the FFY 2022-2031 STIP and your support for public transit initiatives.

This STIP reflects a continued investment by RIDOT, RIDSP, and RIPTA to improve the state's public transit infrastructure. Some of these investments include the roadway projects that include dedicated-bus-on-shoulder improvements, the expansion of bus hubs at CCRI and URI to improve accessibility to education centers, upgrades to modernize Providence Station so it becomes a true intermodal transportation center, completion of a new MBTA station in Pawtucket, and engineering for a new Amtrak stop at TF Green Airport.

I-76: Peter Brassard

City: Newport

Submit Date: 07/12/2021 **Submit Method:** Website

Comment I-76-1

The Rhode Island Association of Railroad Passengers (RIARP) was formed in 1972 by a group of Rhode Islanders concerned about the future of passenger rail service in the state. RIARP is a volunteer local organization advocating for improved intercity and commuter passenger rail service in Rhode Island and throughout New England. RIARP is loosely associated with the Rail Passengers Association (aka National Association of Rail Passengers or NARP).

Mass Transit - We believe that the recently adopted Transit Master Plan (TMP) is of vital importance and a critical element of the STIP. The TMP addresses an essential piece of transportation, which sets the foundation for the state's economic vitality and expansion. An integrated robust rail and bus Mass Transit system offers the state's residents and visitors with safe and convenient mobility across the state and the region and gives employers greater access to a larger work force, by getting people where they need to go quickly, efficiently and affordably. To ensure that the TMP is a success, there needs to be an investment schedule aligned with the TMP for implementation.

In addition, we are calling your attention to STIP project #5204 that gives RIDOT authority to reconfigure the Kennedy Plaza bus hub, this means to break up the central bus hub, without any suitable alternative, and disperse bus stops among several downtown hubs. The result would be making the system more confusing to navigate and less convenient for existing and future riders. A central bus hub and its proximity to Providence Station is essential for both bus transit, and commuter and intercity rail service to expand and succeed. Transit riders, planners, environmentalists community groups, civil rights activists and the Providence City Council have all opposed the break-up of a central bus hub. We believe that this project would have a negative impact on transit and rail ridership.

We oppose the breakup of the central bus hub into multiple smaller hubs around downtown Providence. However, if ultimately the state decides to abandon the central bus hub at Kennedy Plaza, we encourage state planners to reconsider co-locating a central bus hub adjacent to Providence Station as was proposed in a 2018 RFP process that was led by RIDOT. A combined Rail and Bus station, where transfers can be easily and seamlessly be made between

various transportation modes will enhance transportation and help to meet climate objectives in the state.

Rail Improvements - For Rhode Island to remain competitive, it is essential that the local commuter rail system, provided by the Massachusetts Bay Transportation Authority (MBTA) become fully electrified. In 2019 the MBTA Fiscal and Management Control Board (FMCB) approved the electrification and purchase of electric trains for the Providence Line, which serves Rhode Island. Improvements to commuter rail will enhance Amtrak,Äôs ability to provide intercity rail service within the state.

The following includes necessary improvements to improve commuter rail and intercity passenger service in Rhode Island:

Rail Electrification on the Northeast Corridor (NEC)

- o Rail sidings at Warwick-TF Green/Hillsgrove and Wickford Junction stations
- o Pawtucket storage/service rail yard
- o The FRIP or 3rd track between Warwick and Providence Station

Add electric capacity at the Warwick (NEC) electric substation for implementation of electrified commuter rail service

Construction of the Amtrak Station at TF Green/Hillsgrove. The fourth track that would be built at the station will benefit both Amtrak and commuter rail service at this location.

Extending the rail siding at Wickford Junction south over Route 102 and rejoining the NEC mainline tracks, which would allow for potential commuter trains to be extended to West Davisville and Kingston.

If Connecticut's Shoreline East (SLE) commuter rail service (currently New Haven-New London) was to be extended farther north into Rhode Island, it would be necessary for SLE to extend to at least Kingston. But preferably SLE commuter trains should go all the way to the airport station in Warwick. The turning of commuter trains at Westerly would not be ideal from an operational standard. Kingston has a third track which could handle the reverse movement and a new station at the airport would allow for Southeastern Connecticut and South County passengers transfers to TF Green Airport.

Provide funding and coordinate with the MBTA to increase train frequency from Providence to TF Green Airport to up to four trains per hour seven days per week.

There is a need to have weekend service south of Providence. Implement weekend commuter rail service extending to Wickford Junction.

Response to I-76-1

Thank you for your comments, concerns, and recommendations for the FFY 2022-2031 STIP.

The state is in agreement that the Transit Master Plan is a document that should help to inform the priorities of the STIP and guide investment.

Your concerns regarding TIPID 5204 are noted. The focus of the project continues to be the improvement of the existing system for current riders, and look towards opportunities for future expansion of ridership, businesses and to aid in the continued growth and service of Providence's neighborhoods. Kennedy Plaza will be maintained as a central location within the Multi Hub concept. Project goals continue to include improving the bus hub system so that both riders and business see the advantages in growing public transportation. The concepts, innovations and analysis that are being used and developed are driven by local and national public transportation experts, including RIPTA. This project is a key component of the Transit Master Plan and as such sharing coordination with the Providence Station project and the City of Providence's Park Development. In addition, this project reflects a continued commitment to improve RIPTA access into and out of Providence Station. One of the multi-hub locations is located at Providence Station.

Regarding the rail improvements, many of these are consistent with state's new Transit Master Plan (TMP), including future MBTA electrified service and infrastructure, TF Green Amtrak stop, Pawtucket Layover improvements, and increased weekday and weekend commuter rail service. Both RIDOT and MBTA continue to work together on Phase I of Rail Vision, and explore all grant opportunities for enhanced regional rail along the NEC between the two states. RIDOT's ongoing and continued investments in Providence Station will establish that facility as a leading transportation hub for the state and the region. As we come out of the pandemic, which significantly impacted ridership on all rail services nationwide, it's going to be critical to advance many of these TMP initiatives, including cross-honoring of Amtrak and MBTA trains, as a way of bringing riders back.

The state continues to work alongside agencies from neighboring states, such as the MBTA, and regionally through the Northeast Corridor Commission, towards creating a more robust and accessible rail network in the Northeast. An expansion of intercity, commuter rail and freight rail along the NEC are crucial investments for our economy and electrification and faster more frequent service to/from Boston continues to be apriority as our states reopen.

I-77: Grant Dulgarian

Submit Date: 07/12/2021 Submit Method: Other

Comment I-77-1

I'd like to offer some thoughts regarding RIPTA. Number one Kennedy Plaza should not be dismembered and that's a terrible idea. I'm a disciple of Joe House who was a professor RISD back in the 70s and he created interface Providence which encouraged the handful of disparate bus stops around down town to come together and his proposal was to have them come together underneath the train station which was located in downtown, separated perfectly and

that way would have made a transition easy from rail to bus, bus to rail but we can tell that there are bus stops in Kennedy Plaza but then subsequently, unfortunately in the 80s side were going to relocate the train station to the edge of the state house lawn and ever since then we've been trying to reconnect the train station with downtown and spend a lot of money trying to figure that out but obviously once you make an irreversible decision, it is irreversible. As far as Kennedy Plaza is concerned, the City looked at a few alternatives 3 or 4 years ago, but none got implemented. DOT wants to spread them apart. My suggestion is to consolidate the two directions of RIPTA busses. Put both directions of busses on Washington Street. This is unburden Fulton Street with bus traffic, and address some concerns of property owners on this block. It would cost very little money to do this. In addition, bus shelters don't do much sheltering at Kennedy Plaza. Could we add heaters to the bus shelters? They could be turned on and off remotely, it would be very passenger friendly. Another recommendation - digital updated information on bus arrivals that is more accurate. I'm continuing my message. It would seem that the scrolls don't have accurate information so if we attain that level of technology. So there's really no excuse and so I recommend that. In addition we have live folks answering the phone until 6:00 Monday to Friday but nothing in the evening and nothing in the weekends holidays and I think it's time to invest a little more money in personnel cost so we can do that we can extend those hours and you know again we're trying to encourage folks to take the bus and we wanna give them the information they need in order to facilitate that encourage, and accommodate that. So those are my recommendation as far as personnel is concerned. There are a lot of bus shelters scattered around the state, most of them don't have information as to when the one or two buses are going by those particular bus shelters. We need the time now to put those scrolls in especially the high volume bus shelters. So people have that updated information. Route specific, Rt. 10, expressway. Only two busses take that, one is Rt 21, the other is Rt 30. There's a wide shoulder after the the Dean Street exist, before the downtown exit, that with some paint, could become a bus only lane in the far right. They could then continue going straight and take the downtown exit instead of the Dean St exit. There isn't a large number of busses taking that route, so it would be of minor impact. I'll pay for the paint.

Busses - we have all of these announcements on the busses, but most of the time they are far too loud.

I am absolutely fundamentally against any thoughts of demolishing the rail bridge that connects the Providence to East Providence. I don't care whether it's the State or the City's bridge, that bridge needs to remain in tact. Those of us who would hope that someday Providence and Newport and the State would recognize it. Connecting downtown Providence and Downtown Newport by rail would be such an economic generator, it would be a no-brainer and we should do that starting tomorrow. Most of the rail right of way is there and they're only missing a handful of miles in Bristol which can be accommodated. We need that bridge remain alive and well and healthy.

Response to I-77-1

Thank you for your comments regarding the FFY 2022-2031 STIP.

Regarding TIPID 5204, the project seeks to improve the existing system for current riders and create opportunities for future expansion of ridership, connect businesses and aid in the continued growth and service of Providence's neighborhoods. Kennedy Plaza will be maintained as a key station within the Multi Hub concept and the TMP calls for East-West as well as North-South high capacity transit service that will connect multiple hubs in downtown Providence with surrounding areas and neighborhoods. The TMP emphasized the utility of mobility hubs throughout the state to connect high capacity transit and work on the Multi Hub project is being coordinated between RIDOT, RIPTA, and the City of Providence.

The recent fire has clearly demonstrated that safety of emergency responders, boaters below and of the illegal trespassers has to be our first and foremost concern with a structure that is over 110 years old. The City of Providence has solicited for design concepts that would convert the bridge into a focal point and pedestrian facility. RIDOT is supportive of transferring the ownership to the City for their future plans.

A-1: University of Rhode Island,

City: Kingston

Submit Date: 07/12/2021 **Submit Method:** Website

Comment A-1-1

Plains Road Pavement Management

The Plains Road Pavement Management Project involves design and construction of a 0.7 miles of Plains Road from Route 138 to West Alumni Avenue in South Kingstown, Rhode Island. This project involves subsurface repair and resurfacing, stormwater improvements, signage and striping. Plains Road is severely rutted and requires a full depth reclamation in addition to a new wearing surface. The project will tie into RIDOT's planned improvements to the intersection of Route 138/Plains Road, serving as a gateway into URI's campus. This corridor is also critically important to support RIPTA's planned Mobility Hub at URI's Plains Road parking lot.

The request for the Plains Road Pavement Management project is for design and construction, a total of \$2,100,000 (\$100,000 for design and construction management, and \$2,000,000 for construction).

Response to A-1-1

Due to significant funding limitations the Division of Statewide Planning is not currently extending a solicitation for new projects to enter the FFY 2022-2031 State Transportation Improvement Program (STIP). Due to these funding limitations we do not anticipate a call for

new projects to occur until at least 2022 and still subject to funding availability. When an open solicitation does occur, the Division of Statewide Planning will provide notification to all Rhode Island municipalities and stakeholders to submit projects applications for the STIP. Detail guidance on how to submit a project application will also be provided at that time. This is when it would be appropriate for URI to submit new projects for consideration in the STIP.

A-2: University of Rhode Island,

City: Kingston

Submit Date: 07/12/2021 **Submit Method:** Website

Comment A-2-1

Flagg Road Reconstruction

The Flagg Road Reconstruction Project involves design and construction of a 0.9 miles of Flagg Road from Plains Road to Old North Road in South Kingstown, Rhode Island. This project involves subsurface repair and resurfacing, stormwater improvements, signage and striping, bike lanes, wayfinding, and limited lighting. Flagg Road is severely rutted and requires a full depth reclamation in addition to a new wearing surface. This project is critical to move traffic around the core of campus as an integral part of our ring road system. It also helps to link the new URI Bike Path to the upper part of campus (Upper College Road and Old North Road) as both a bicycle and transit route.

The request for the Flagg Road Reconstruction project is for design and construction, a total of \$2,800,000 (\$200,000 for design and construction management, and \$2,600,000 for construction).

Response to A-2-1

Due to significant funding limitations the Division of Statewide Planning is not currently extending a solicitation for new projects to enter the FFY 2022-2031 State Transportation Improvement Program (STIP). Due to these funding limitations we do not anticipate a call for new projects to occur until at least 2022 and still subject to funding availability. When an open solicitation does occur, the Division of Statewide Planning will provide notification to all Rhode Island municipalities and stakeholders to submit projects applications for the STIP. Detail guidance on how to submit a project application will also be provided at that time. This is when it would be appropriate for URI to submit new projects for consideration in the STIP.

A-3: University of Rhode Island,

City: Kingston

Submit Date: 07/12/2021 Submit Method: Website

Comment A-3-1

Upper College Road Reconstruction, Phase 2

The Upper College Road Complete Street Reconstruction Project is split into two projects. The first project (Phase 1) is currently under construction with limits between Rt. 138 to the south to Ranger Road at the northerly terminus. The second project (Phase 2) is fully designed and permitted with limits between Ranger Road to the south to Flagg Road at the northerly terminus. The current Phase 1 project includes a temporary resurfacing of the northern section roadway (from Ranger Road north to Flagg Road) to replace damaged pavement surface until funding is approved for Phase 2 at a later date. The scope for both the Phase 1 and 2 projects includes a Complete Streets renovation of the entire corridor with new ADA accessible sidewalks, granite curbing, lighting, wayfinding signage, speed tables and dedicated bicycle lanes.

The request for Upper College Road Reconstruction, Phase 2 is for construction work only (design and permitting is complete) in the total amount of \$2,500,000 (\$50,000 for construction administration, \$2,450,000 for construction).

Response to A-3-1

Due to significant funding limitations the Division of Statewide Planning is not currently extending a solicitation for new projects to enter the FFY 2022-2031 State Transportation Improvement Program (STIP). Due to these funding limitations we do not anticipate a call for new projects to occur until at least 2022 and still subject to funding availability. When an open solicitation does occur, the Division of Statewide Planning will provide notification to all Rhode Island municipalities and stakeholders to submit projects applications for the STIP. Detail guidance on how to submit a project application will also be provided at that time. This is when it would be appropriate for URI to submit new projects for consideration in the STIP.

A-4: University of Rhode Island,

City: Kingston

Submit Date: 07/12/2021 **Submit Method:** Website

Comment A-4-1

Rt. 138 Reconstruction, Contract 1

The Rt. 138 Reconstruction Project, Phase 1 involves design and construction of a majority of the frontage of the University in Kingston, Rhode Island. This project involves the reconstruction of the roadway, new sidewalks, handicap ramp installation as well as needed bicycle and pedestrian safety enhancements. There are currently plans for significant utility work along this corridor with non-RIDOT funds, as well as planned traffic safety (traffic signal) improvements at University owned entrances that are scheduled for implementation over the next two years. The University requests that RIDOT assist in the coordination of these projects

so that we can seamlessly integrate the utility, pedestrian enhancement, and asset management objectives under one program. This collaboration will result in a more cost-efficient project with less disruption to the community.

The request for the Rt. 138 Reconstruction, Contract 1 project is for design and construction in the total amount of \$10,420,000.

Response to A-4-1

Due to significant funding limitations the Division of Statewide Planning is not currently extending a solicitation for new projects to enter the FFY 2022-2031 State Transportation Improvement Program (STIP). However, this project is already present in the STIP under TIPID 1399. RIDOT is already communicating and coordinating with the Town of South Kingstown to execute this project.

M-1: Town of Smithfield,

City: Smithfield

Submit Date: 06/10/2021 **Submit Method:** Website

Comment M-1-1

Consider TIP projects included in Town of Smithfield submission from 2017. Thank you for the updated inclusion in the draft 2022 TIP, some of which the Town now sees are included in the new TIP and some of which are not.

Please reconsider the following which are not included in the draft TIP:

Consider sidewalk improvements, minimum one side of road on RIDOT State portion of Esmond Street, between RIDOT US Route 44 (Putnam Pike) and RIDOT Dean Avenue/Old County Road.

Response to M-1-1

The Esmond Street Sidewalk project was submitted by the Town of Smithfield in 2017 for programming in the STIP. The project would construct new sidewalks along Esmond Street between Dean Avenue and Route 44, Putnam Pike. Project would entail the construction of approximately 2,000-ft of new pre-cast concrete curb, poured in place concrete sidewalks and minor drainage modifications to existing highway drainage. There is currently no local funding identified for this project.

The project was not included in the FFY 2017-2025 STIP nor the draft FFY 2022-2031 STIP due to funding constraints. We encourage you to resubmit this project the next time the State issues a solicitation for new projects to the STIP, which is estimated to be in about 2 years. In the meantime, we encourage the Town to advance any design work that could help to accelerate this project if it is selected for funding as part of the next solicitation.

M-2: Narragansett,

City: Narragansett

Submit Date: 06/10/2021 **Submit Method:** Website

Comment M-2-1

I would like to request that project id# 1361 be moved up the list as much as possible as is the road is in such bad condition and is a major artery to Ocean Rd. (1A). Project #5375 is a safety concern because there was a death at that location about 5 yrs. ago so if that could be moved up the list we would also appreciate it. Item # 5089 would be good to reduce pedestrian and bicycle traffic to Ocean Rd and the beach due to the high volumes of vehicle traffic on the main roads to the ocean. That being said could help to justify it as a public safety improvement.

We are excited to work with you,

Thank you for your time.

Sincerely

Stephen L Daignault Jr.

Deputy Director

Narraganset Public Works.

Response to M-2-1

Rhode Island Department of Transportation (RIDOT) has enthusiastically supported the efforts by U.S. Rep. Jim Langevin to secure Member-Designated Projects to advance construction of South Pier Road in Narragansett, RI, as part of the federal highway bill making its way through Congress. The project will include full-depth pavement reconstruction, sidewalk replacement, handicap ramp installation, drainage enhancements, and potentially modest widening along South Pier Road in the Town of Narragansett. South Pier Road is one of just two key arterial roads linking US-1 to Narragansett's town center and beach. Serving thousands of drivers and pedestrians every day, the area has a history of safety and drainage issues, exacerbated by the deteriorating condition of the road. Repairing this critical roadway will improve safety for local residents, bring an essential east-west connector up to a state of good repair, improve stormwater facilities, and address the top transportation priority for the Town of Narragansett. RIDOT sees the infrastructure investments being discussed on the federal level are a window of opportunity to finally build this popular and vital link.

2022 Intersection & Crosswalks: East/South [STIP ID 5375] includes crosswalks, wheelchair ramps, pedestrian crossing devices, left turn lanes, and other work to improve intersections and crosswalks for the East and South regions of the state. Funding for this project is programmed for 2022, the earliest year of the STIP. RIDOT recognizes the safety concerns associated with this project and but will not be able to make funding available prior to FFY 2022, which begins October 1, 2021.

William C. O'Neill Bike Path Extension - Phase 4B [STIP ID 5089] is programmed to receive a total of \$3M beginning in 2025. This project will design and construct the final segment of the William C. O'Neill (South County Bike Path) to Narragansett Town Beach. The construction of

this extension is pending an agreement of an alternative route with the town of Narragansett. Funding for this project will not be available until FFY 2025, which begins October 1, 2024.

M-3: Providence,

City: Providence

Submit Date: 06/11/2021 **Submit Method:** Website

Comment M-3-1

It appears that funds for the WRG project (STIP ID 5178) have been moved out to 2023 and 2024. This construction project will be constructed in Summer 2022-Spring 2023, so we need to ensure funds will be available for City reimbursement within that timeframe. I am concerned about the funds being pushed so far out. We expect to have the construction contract signed and funds committed by mid-Summer 2022.

Providence's City Walk project that was in the previous STIP does not appear in the new STIP. We expect to have the construction contract for that work signed and funds committed prior to September 2021, so I would like to ensure that those funds have not disappeared and are still being made available to the City or Providence for reimbursement.

Why is STIP ID 3221 (Veazie bridge project) listed as an Active Transportation Project? This is a road bridge replacement that does not involve any active transportation upgrades that I am aware of.

How will allocation of the \$2.65M listed under STIP ID 1491 (Green Economy bond funds) work? Is there a call for projects or evaluation matrix available to explain where these funds will go?

STIP ID 5202 (Providence Waterplace and Riverwalk Repairs and Walkway Improvements) appears to have been pushed out to 2030, when it was previously programmed much earlier in previous iterations of the STIP. No one spoke to the City of Providence about this shift and we need the funds much earlier, beginning in 2023-24.

We would like to have STIP ID 5215 (Washington Secondary Bike Path Extension) moved up to a sooner year. 2025-26 is quite a far way away and this regional bike path connection between the Washington and Woonasquatucket is needed much sooner than that.

Why are the Roger Williams Park bridges (9996) listed as an active transportation project? These are roadway bridge replacements without any significant active transportation components that I am aware of.

Response to M-3-1

Thank you for your comments regarding the FFY 2022-2031 STIP.

Regarding TIPID 5178, thank you for bringing this matter to our attention. The Federal Fiscal Year 2023 begins on October 1, 2022. The \$2M identified in 2023 in the FFY 2022-2031 STIP should be available to reimburse late-2022 expenses. The funding currently programmed for 2024 will be shifted to 2023 to accommodate the project's schedule.

For TIPID 5183, the CityWalk project, the FFY 2018-2027 STIP allocated \$1.83M in funding to this project during FFY 2020. This project was already authorized for its full amount at that time. The project does not need to appear in the new FFY 2022-2031 STIP.

Like the Transportation Alternatives Program before it, the ATP is home to all subrecipient projects in the STIP. Because the Veazie Street Bridge is owned by the City of Providence, RIDOT will provide for funding for the construction of the project, but the City will execute on a reimbursement basis. The bridge supports two-sided sidewalks that provide pedestrian access over the West River. As a historic structure, its repair is classified as a "community improvement activity" and eligible Transportation Alternatives project under 23 U.S.C 133(h)(3), which includes "historic preservation and rehabilitation of historic transportation facilities".

As the description of TIPID 1492, GEB Bicycle Improvements Contingency Account States,, funding "is to be held in contingency and utilized to further advance construction of the State's bicycle network as needed and determined through standard TIP adoption and amendment procedures." There will not be a call for new projects, rather, this line item will be used in accordance with STIP procedures to provide contingency funding for bicycle improvements throughout the state as needed. In consultation with the Department of Transportation and the Division of Statewide Planning, the Transportation Advisory Committee (TAC) will determine which projects receive funding set aside under this line item.

Regarding TIPID 5202, funding for this project was shifted to 2030 to allow the changes to Waterplace Park and the Riverwalk that are set forth under the "Imagine Providence" initiative to develop. The proposal makes mention of replacing the existing Riverwalk with an elevated platform to better protect against sea level rise, work which may conflict with repairs to the existing Riverwalk described in TIPID 5202.

The Washington Secondary Bike Path Extension project is scheduled to begin immediately following the completion of the 6/10 Project, which includes construction of a shared-use-path component immediately north of the limits of TIPID 5215.

TIPID 9996, the Roger Williams Park Zoo Bridges Project repairs five historic stone bridges within Roger Williams Park and Zoo. All structures support access to the recreational facilities contained within the park and have pedestrian sidewalks on both sides of the roadway. Bridges #885 and #886 also support bike lanes on both shoulders. These paths provide pedestrians and cyclists with access to the park, the surrounding neighborhoods, and the Roger Williams Park Botanical Center.

The FFY 2022-2031 STIP is fiscally constrained. If additional federal funding is made available,

there may be an opportunity to accelerate certain projects or increase investment in active transportation and climate-change-mitigation activities.

M-4: Bonnie Nickerson

City: Providence

Submit Date: 07/06/2021 **Submit Method:** Website

Comment M-4-1

I am writing to express concern regarding the proposed State Transportation Improvement Plan and its impact on projects in Providence.

The proposed STIP shows construction funds for the Woonasquatucket River Greenway project (WRG - STIP ID 5178) being shifted from its current allocation in FFY 2022 and 2023 out to 2023 and 2024. This change would cause a significant delay to the project, which we plan to have under construction in June of 2022. We have worked closely with RIDOT, WRWC, and community members on this project, and we are disappointed in both this proposed delay and in the lack of communication from RIDOT to the city regarding this issue. I respectfully request that the WRG- STIP ID 5178 project funds be adjusted back to the original allocation timeline of FFYs 2022 and 2023.

STIP ID 5202 (Providence Waterplace and Riverwalk Repairs and Walkway Improvements) appears to have been pushed out to 2030. This project had been previously programmed much earlier in previous iterations of the STIP. The City of Providence was not consulted on this shift and will require the funds much earlier, beginning in 2023-24, in order to make needed improvements related to ADA access, flood mitigation, structural damage, and public safety to the City's Riverwalk.

We also respectfully request to have STIP ID 5215 (Washington Secondary Bike Path Extension) moved up on the timeline. FFYs 2025-26 is too long of a delay and this regional bike path connection between the Washington and Woonasquatucket is needed much sooner than that.

Additionally, I join with other colleagues from around the state to emphasize that the current overall allocation to active transportation projects in the STIP is simply not sufficient. With unprecedented challenges related to climate change, public health, and racial inequity, the state must do more to fund active transportation projects in Providence and around Rhode Island as a matter of equity and access for all.

Response to M-4-1

Thank you for your comments regarding the FFY 2022-2031 STIP.

Regarding TIPID 5178, he Federal Fiscal Year 2023 begins on October 1, 2022. The \$2M identified in 2023 in the FFY 2022-2031 STIP should be available to reimburse late-2022 expenses. The funding currently programmed for 2024 will be shifted to 2023 to accommodate the project's schedule.

Regarding TIPID 5202, funding for this project was shifted to 2030 to allow the changes to Waterplace Park and the Riverwalk that are set forth under the "Imagine Providence" initiative to develop. The proposal makes mention of replacing the existing Riverwalk with an elevated platform to better protect against Sea Level Rise, work which may conflict with the proposed repairs to the existing Riverwalk described in TIP ID 5202.

The FFY 2022-2031 STIP is fiscally constrained. If additional federal funding is made available, there may be an opportunity to accelerate certain projects or increase investment in active transportation and climate-change-mitigation activities.

M-5: Town of Portsmouth,

City: Portsmouth

Submit Date: 07/08/2021 **Submit Method:** Website

Comment M-5-1

Thank you for this opportunity to provide comments on the proposed Federal Fiscal Year (FFY) 2022- 2031 State Transportation Improvement Program (STIP) for the State of Rhode Island. The following are summations of Portsmouth Town Councilor Keith Hamilton's verbal comments provided June 29th at the STIP Public Hearing held at the Narragansett Town Hall. I completely agree with his comments.

There are 10 projects in the STIP within the Town of Portsmouth and we are requesting adjustment to some of the scope and certainly the timing of the projects listed below. Projects are listed in order of importance for safety of not only the citizens of Portsmouth, but also all those who utilize State Roads 138 and 114 as gateways to Newport.

STIP ID #1377 - Sprague Street Resurfacing and Sidewalks (East Main Road to Bristol Ferry Road). This project encompasses what were formerly two separate projects which have been combined into one. The resurfacing of Sprague Street was listed as a high priority by the Town of Portsmouth in the 2017- 2021 round of STIP inputs and was scheduled to be constructed in 2022-23. The sidewalk construction has been on the STIP from at least 2013 and was listed as high priority and scheduled for construction 2017-18. It did not happen. The roadway is a main connector from East Main Road (138) and West Main Road (114) and is substantially deteriorated. Sprague Street is also the main walking path for Portsmouth High School students. It is also a high use path used by people transiting to the local grocery center; including wheelchair bound people who are able to travel safely on East Main, Bristol Ferry and Turnpike via sidewalks but are forced into traffic on Sprague. The 2022-

2031 STIP proposal moves this project from 2022-2024 to 2028-2031. We respectfully request this project remain in its current timeframe and be completed by 2023.

STIP ID #1380 - Rte. 138, East Main Road (Hedly Street to Middletown T/L) Resurfacing of Roadway. I respectfully submit this project is quite overdue. The roadway has more pothole patch than original pavement. We believe this project should be married with STIP ID #9004 Shared Use Path and STIP ID #5377 Crosswalk and Intersection Improvements at McCorrie. We see no reason for these projects to be done at separate times. Resurfacing of 138 was scheduled for 2022 and we request that schedule be kept. With regard to STIP ID #9004, we are not in favor of any shared use path that narrows or removes a lane of traffic. East Main Road is already too narrow and really needs to be widened. We respectfully request these three projects be added to the construction schedule for 2021-2022.

STIP ID #1360 - Rte. 114, West Main Road (John Kesson to Mill Lane). We agree this project needs to be done as soon as possible but should end at Locust Street, vice Mill Lane, as this portion was paved in the 2018-2019 timeframe. We would like to see upgrades to the 114 - Union/Redwood intersection to include turning lanes in both the north and south bound lanes. This intersection is a highly traveled area in the morning and afternoon as it is the primary route to the Portsmouth Middle School and serves as the main artery for traffic to the Newport Naval Station.

We concur with the remaining projects and timelines and appreciate the attention to these areas. Thank you for your attention to these projects.

Response to M-5-1

Thank you for your comments on the Draft FFY 2022-2031 STIP.

There are three resurfacing projects along East Main Road in Middletown and Portsmouth. These projects have been programmed in the FFY 2022-2031 STIP to be constructed in sequence with one another. TIPID 1380 is scheduled to commence construction first in 2023, but this timeline may be accelerated. New funding could be made available from the American Rescue Plan under RIDOT's proposed "Smooth Rhodes" program, pending state approval.

In regards to the McCorrie Lane signal improvements and TIPID 1380, RIDOT is aware of the opportunity to bundle this safety improvement with roadway resurfacing, and will monitor the status and scope of the project to determine compatibility.

The timeline for TIPID 1377 (Sprague Street) may be advanced, and discussions between RIDOT and the Town of Portsmouth are ongoing.

We appreciate you bringing the recent resurfacing of a section of West Main Road to our attention. The limits of roadway resurfacing for TIPID 1360 will be reduced back to Locust Avenue from Mill Lane.

M-6: Portsmouth Town Council,

City: Portsmouth

Submit Date: 07/09/2021 **Submit Method:** Website

Comment M-6-1

I want to thank you all for taking the time to listen to my comments and concerns during the June 29th Public Hearing at the Narragansett Town Hall. The following are summations of my verbal comments for you and also the members who were unable to attend the public hearing. The State has 10 projects in the TIP within the Town of Portsmouth and we are requesting adjustment to some of the scope and certainly the timing of the projects listed and I will expand on all below. Projects are listed in the importance for safety of not only the citizens of Portsmouth but also all those that utilize routes 138 & 114 as the gateways to Newport.

STIP ID #1377, Sprague Street Resurfacing and Sidewalks (East Main Road to Bristol Ferry Road). This project encompasses what were formally 2 separate projects that have now been combined into one. The resurfacing of Sprague Street was listed as a high priority by the Town of Portsmouth in the 2017-2021 round of TIP and scheduled to be constructed in 2022-23. The sidewalk construction has been on the TIP from at least 2013 and listed as high priority and scheduled for construction 2017-18 and did not happen. The roadway is a main connector from East Main Road(138) and West Main Road(114) and has been deteriorating steadily over the years and only getting worse. Sprague Street is also the main walking path for students who walk to school at Portsmouth High. It is also a very heavily traveled path for people to get to shopping, including wheelchair bound people who are able to travel safely on East Main, Bristol Ferry and Turnpike on Sidewalks but are forced into traffic on Sprague. The 2022-2031 tip moves this project from 2022-2024 to 2028-2031. We respectfully request this project remain in its current timeframe and be completed by 2023.

STIP ID 1380. Rte. 138 East Main Road(Hedley St. to Middletown T/L) Resurfacing of Roadway. This is a project that is at least 20 years overdue. The roadway appears to have more pothole patch than original pavement. We believe this project should be married with STIP ID#9004 Shared use path and STIP ID #5377 Crosswalk and Intersection improvements at McCorrie. There also should be upgrades of the intersections at Sandy Point Ave with the addition of a left turn lane on the South bound side heading into Sandy Point Ave and also a left turn lane heading North onto Union Street. We see no reason for these projects to be done at separate times. The 2013-2016 had the resurfacing of 138 scheduled for 2022 and we would like that schedule kept. With regards to Project 9004 we would not be in favor of any shared use path that narrows or removes a lane of traffic. East Main Road is already too narrow and really needs to be widened. There is also a new traffic signal on the construction schedule in the near future at the intersection of Linden Lane and Rte. 138. We respectfully request these 4 projects be added to the construction schedule for 2021-2022.

STIP ID #1360. Rte. 114, West Main Road (John Kesson to Mill Lane). We agree this project needs to be done ASAP but should end at Locust not Mill Lane as this portion was paved in 2018-2019 timeframe. We would like to see major upgrades to the 114 Union/Redwood intersection to include turning lanes in both the north and south bound lanes. This intersection is a highly traveled area in the morning and afternoon as it is the main entrance for our Middle School and serves as the main artery for traffic into the Navy Base.

All of the other projects and timelines we are in agreement with and appreciate the attention to these areas. We are in great need for the improvements listed 1377 and 1380. We have had numerous accidents and pedestrian incidents on both of these roadways that clearly warrant upgrades as soon as possible. Thank you for your attention with these projects.

Best regards, Keith Hamilton Portsmouth Town Council

Response to M-6-1

Thank you for attending the June 29th Public Hearing and providing your comments on the Draft FFY 2022-2031 STIP. They are greatly appreciated.

Regarding STIPID 1377, RIDOT will be discussing this project with the Town of Portsmouth. The State is aware of the key role that this roadway plays in providing a safe means of access for Portsmouth High School. The authorization of American Rescue Plan (ARP) funding for RIDOT's Smooth Rhodes initiative may allow for this project to be accelerated.

The state agrees that a resurfacing of East Main Road is long overdue. RIDOT has included this project on a list of projects to be funded by the aforementioned Smooth Rhodes Program, a request for \$150 million in support from the American Recovery Plan funds made available to the state. If the RI General Assembly votes to make Smooth Rhodes funding available to RIDOT, then this project may be accelerated, along with dozens of other pavement projects around the state.

We also appreciate you bringing the intersection of East Main Road and McCorrie Lane to our attention as a potential bundle candidate with this resurfacing. This recommendation with be discussed with RIDOT's Traffic Safety team, along with an investigation of improvements to other intersections you mentioned. RIDOT and its partners performed a Road Safety Assessment (RSA) for East Main Road earlier this year, with one ongoing for West Main Road.

M-7: Town of Glocester,

City: Chepachet

Submit Date: 07/09/2021 **Submit Method:** Website

Comment M-7-1

Thank you for the invitation to comment on the proposed Federal Fiscal Year 2022-2031 State Transportation Improvement Program (STIP). It was with great concern that the Town reviewed the scheduled change to a very important repaving project within the Town of Glocester. Route 94, Reynolds Road (STIP ID 1329) from the Foster Town Line to US-44 was originally scheduled for repaving in 2019 and was delayed until 2022 with the adoption of the FFY 2018-2027 STIP. This project is currently shown in funding years 2022 ,Äì 2024 with a total project funding of \$7.3 million in the FFY 2018-2027 STIP. The draft FFY 2022-2031 STIP proposes to delay this project even further to FFY 2024-2027 with a total project budget of \$6.4 million. The scheduling delay and decreased project budget are unacceptable.

This segment of Route 94 has been a continuous issue for the Town. Since 2015, the Glocester Police Department has investigated approximately 53 motor vehicle accidents, including one (1) fatality and several others resulting in serious bodily injury. The deteriorated surface condition of the roadway has been a contributing factor in several of these incidents. The Glocester Police have received numerous complaints from vehicle and motorcycle operators concerning the temporary repairs and surface condition, which has necessitated calls to RIDOT to repeatedly repair the temporary fixes. The Chief of the West Glocester Fire District has also repeatedly expressed his concerns as to how the current conditions of the roadway pose specific hazards for first responders and emergency equipment.

In 2017, the Town participated in a Road Safety Assessment led by RIDOT on this segment of Reynolds Road as this location ranked in the top 50 locations ranked by crash history severity in the 2011-2015 analysis period. This assessment identified a series of immediate, near and long term potential improvements to implement along this corridor. RIDOT committed to move forward with the implementation of several of the recommended projects including resurfacing the approaches, applying a high friction surface treatment, intersection reconfiguration to provide better delineation around the horizontal curve, and guardrail and signing upgrades at the Route 94 and Killingly Road intersection and installing/upgrading guardrail and curve delineation signage on Route 94 at the reverse horizontal curves south of Killingly Road. In 2017, RIDOT also resurfaced a short stretch of Route 94 at the FM Research Campus entrance. While these incremental steps to improve the roadway have been welcome, we submit that a more holistic approach, coordinating the safety improvements and the roadway improvements, is a much more efficient use of resources.

In addition, this road serves as the primary access point to the Town's largest employer, FM Global, which employs several hundred people at their Research Campus. This 1,600 acre campus is one of the most innovative research and testing centers in the world for property loss prevention scientific research and product testing. At this facility, FM Global helps many of the world's largest companies understand how to prevent potentially catastrophic physical threats from affecting their properties and business operations. To that end, the Campus hosts several thousand worldwide visitors each year.

This project will not only assist in solving the widely acknowledged safety issues that exist along the corridor but also better facilitate the movement of thousands of employees and visitors to one of the State's economic development success stories, FM Global.

The Town has three (3) additional pavement management projects in the FFY 2018-2027 STIP, all of which are delayed significantly in the draft FFY 2022-2031 STIP:

- 1. TIP ID 1304 Reservoir Road (US-44 to South Main Street) is projected for funding in FFY 2025 in the current STIP and is proposed for delay until 2031.
- 2. TIP ID 9549 US-44, Putnam Pike (Sprague Hill Road to CT S/L) is projected for funding in FFY 2026 in the current STIP and is proposed for delay until 2029.
- 3. TIP ID 9547 US-44 Putnam Pike (Reservoir Road to Money Hill Road) is projected for funding in FFY 2027 in the current STIP and is proposed for delay until 2031.

Proposing delays to every pavement management project scheduled in the Town of Glocester is unacceptable. We urge the Transportation Advisory Committee and the State Planning Council to reject all efforts to further delay these much needed improvements on Reynolds Road, Reservoir Road and US-44.

Thank you for your consideration.

Response to M-7-1

Thank you for your thoughtful comments. STIP ID 1329, Route 94/Reynolds Road, is a key priority for RIDOT for all the reasons you mentioned. That is why the department included it on a list of projects to be funded by the Smooth Rhodes Program, a request for \$150 million in support from the American Recovery Plan funds made available to the state. If the General Assembly votes to make Smooth Rhodes funding available to RIDOT, then this project may be accelerated, along with dozens of other pavement projects around the state.

Regarding STIP IDs 1304, 9549, and 9547, RIDOT will revisit the timing of those projects and coordinate with the Town of Glocester to develop revised schedules.

M-8: North Kingstown,

City: North Kingstown Submit Date: 07/12/2021 Submit Method: Website

Comment M-8-1

The Town of North Kingstown has taken the opportunity to review the State Transportation Improvement Program (STIP) for 2022-2031. The Town of North Kingstown would like to offer the following comments on a few of the projects included in the program. The first set of comments are related to the following projects that have been included in the program

however they have been scheduled further out for future years than the 2018-2027 TIP as amended had scheduled them.

5120 - Post Road and W. Main Street Curbing and Sidewalks. The Town of North Kingstown has had extensive discussions with the RIDOT regarding this critical project and we would like to continue to work with the RIDOT on bringing this project to fruition. This has been a project of significant importance to the town for several years. The project took on even more importance with the completion of the sewer installation in the southern segment of the Post Road corridor and down West Main Street into Wickford village. The town would like a commitment from the state to begin this project in 2022/2023. This project has been pledged to North Kingstown for several years and was previously slated for 2019. Scheduling this project further out into future years again is not acceptable. While we are optimistic to see that the curbing and sidewalks on Post Road and West Main Street remain in the STIP, we continue to believe that we missed an opportunity to complete the sidewalk and curbing once the sewer installation was completed. Given the proposed delay in the start time of the project, first until 2022 and now as shown in the 2022-2031 STIP for funding year 2023, the town is concerned that the project is losing momentum and not being prioritized in a manner that reflects the project's importance.

As you are aware, there have been several efforts over the years to revive the Post Road corridor including redesign of the roadway, creation of the Post Road zoning district and Facade Improvement Program, sewer installation and designation of the corridor as a growth center in our comprehensive plan re-write. The town has also been working with the RIDOT for several years on the West Main Street portion of this project. In addition to the sewer installation, the town has also been looking at improving connectivity in the village, particularly for non-motorized transportation. The installation and replacement of sidewalks along West Main Street will help to achieve that goal and enhance the overall connectivity within the village. The town has also been addressing coastal resiliency in the village and the drainage improvements along West Main Street will help in that effort. We are concerned with the description of this project in the STIP that drainage "may" be included in the project for West Main Street. This has been a much-needed component of the project that is of critical importance to the town and the town would like to some assurance that drainage will be addressed .

As part of previous TIP amendments, we have forwarded our concerns with delaying the project into future years. While many of the issues have already been discussed with the RIDOT, we feel it is worthwhile to reiterate those concerns again here. First, Post Road has been in the study and design portion of the TIP since at least the 1990s. Earlier references to assessing this corridor for improvements through inclusion in the TIP date back even farther to the early 1980s. The town has made a major investment in the corridor with the installation of sewers in the southern portion of Post Road (from Route 403 south to the state police barracks) and into Wickford. The town has also worked with the RIDOT to reconfigure the striping of the roadway of the Post Road Corridor south segment which included the reduction in lanes from four to two travel lanes with a shared

turning lane. Further, the Town Council passed a complete streets resolution on March 26, 2012 to demonstrate the town's commitment to the complete streets approach. The redesign of the roadway incorporates the complete streets concepts and takes advantage of the opportunity to provide a safer, more aesthetic multi-modal roadway. The installation of the sidewalks along the corridor and into the village would provide the much-needed pedestrian aspect of a complete street.

Consistent with Land Use 2025, the town rezoned the entire Post Road Corridor to make it a major hub for future growth in the form of very high-density mixed-use development and has been designated as a growth center in our comprehensive plan. As such, the corridor has seen a rapid growth in residential housing. Sidewalks will provide a much safer and attractive connector for these new and existing residents to the businesses located along the corridor. Infrastructure improvements such as sidewalks are necessary to spur future development in this area, and to discourage growth outside of the USB, consistent with the state guide plan.

3223 - Wickford Village Sidewalks and Resiliency (Including) Previously 5125 - Belleville House to Wickford sidewalks. This collection of projects is now scheduled to being in 2028, several years later than the previous STIP had anticipated. While we understand funding limits and are prioritizing the completion of 5120 noted *above*, we hope that these projects do not keep getting delayed in future STIP amendments.

The previous STIP included a project 5125 which included the installation of sidewalks from the Belleville House to Wickford along Tower Hill Road and Phillips Street. Our initial review of the STIP raised a concern that the 2022-2031

STIP did not appear to include the sidewalks between the intersection of Ten Rod Road and Tower Hill Road extending east down Phillips Street and south to the Belleville House. Based upon recent discussions, it is our understanding that this project 5125 was grouped into project 3223 in the 2022-2031 STIP. It is also our understanding that the project includes sidewalks as well as the paving noted in 3223 even though the sidewalks are not specifically listed and furt her that the sidewalks are not just on Phillips Street but also along Tower Hill Road extending to the Belleville House. The town will like confirmation that this accurately describes what is included as a line item for project 3223.

Post Road Drainage - 5128 - It is our understanding that the improvements associated with this project have begun in the vicinity of the intersection of Post and Essex Roads with the nearby lot clearing for a drainage structure. Given this recent activity, the town is curious as to why the timeline for this project now has a start time of 2022 and extends to 2024. Are there other improvements proposed?

5378 - 2024 Intersection & Crosswalks - The town is looking for additional detail on this line item. Does project 5378 refer to the potential roundabout at the intersection of Brown and Phillips Streets? Are there improvements proposed for the intersection of West Main and Brown Streets as well? What improvements are proposed for this intersection?

The Town of North Kingstown's comprehensive plan land use element has a goal of encouraging focused growth in sustainable patterns consistent with Land Use 2025 and the above-noted projects play an important role in accomplishing that goal. These necessary public infrastructure improvements will support these growth patterns and assist the town in meeting future development needs. We hope that this clarifies some of the issues related to these important projects.

Response to M-8-1

Thank you for your comments on the draft FFY22-31 STIP.

RIDOT will continue to discuss and coordinate with the Town as to the timing of the project and availability of funding for TIPID 5120, Post and West Main Rd - Curbing and Sidewalks.

The scopes of some projects in the Wickford Village area have been altered following the installation of a sanitary sewer and the roadway resurfacing that followed. This includes the section of West Main Road previously covered under TIPID 1368 in the old FFY18-27 STIP, which has been scoped back to sidewalk improvements with possible drainage improvement and bundled with TIPID 5120. The state is aware of the hazard that sea-level rise and storm surge poses to routes along Wickford Cove, and is happy to collaborate with the town to ensure that drainage improvements and other forms of mitigation are factored into future investments.

If Rhode Island were to receive additional funding, it may allow for the acceleration of some projects. This applies to TIPID 3223, Wickford Village Sidewalk and Resiliency Enhancements. This project is a bundle of several portions of other projects. It bundles together TIPID 5125, which entailed new sidewalk construction along RI-102S towards Wickford Village, with the resurfacing and sidewalk replacement of RI-102 and the sidewalks in the northbound lane that access Wickford Middle School and the town library. The absence of the sidewalk assets for those sections in the STIP table was the result of a mapping error, which has since been remediated. These assets, identified as SDW_10035 (which reflects the Belleville House sidewalk), SDW_10036, AND SDW_10037, are now visible in the public dashboard and will appear in the final STIP table.

Regarding TIPID 5128, the programmed funds for this Stormwater project reflect the continued construction of the improvement rather than a delayed start date. As observed, work is already underway.

Finally, TIPID 5378 reflects multiple workzones in need of intersection safety improvements for 2024 work across the state, but there are two sites in the Wickford Village area that will be addressed. First, the "Downtown Wickford" asset (ID# HSIP_101) reflects the proposed roundabout improvements where RI-102 meets Brown Street and Boston Neck Road. Second, "Tower Hill Road at Route 102" (ID# HSIP_2245) will add a turn lane for US-1 South at the intersection to alleviate congestion. At this time there are no mapped or planned improvements for the intersection of Brown and West Main, but this may be discussed further.

M-9: Pawtucket,

City: Foster

Submit Date: 07/12/2021 **Submit Method:** Website

Comment M-9-1

The City of Pawtucket appreciates the opportunity to provide comments on the proposed 2022-2031 Draft STIP. We are pleased to see the number of critical projects that are being recommended for funding in the Draft STIP, especially the investment in the new Pawtucket Central Falls Transit Hub, the Blackstone River Bike Path and the repair of the bridges and roadways in Pawtucket.

The City would like to request, however, that the following adjustments to the STIP be considered by the State Planning Council:

Barton Street Bridge

The STIP recommends that the Barton Street Bridge be removed rather than renovated or replaced. The City strongly opposes removal of this bridge which serves as a critical connector for pedestrian and vehicular traffic in this section of Pawtucket and nearby Central Falls. The importance of retaining this connection will only increase with the opening of the Pawtucket­ Central Falls Transit Hub in 2022, which is located a few blocks away. Traffic is expected to increase following the opening of the Transit Hub and local streets will be overburdened without the link provided by the Barton Street Bridge. During the Section 106 Review, the Pawtucket HDC provided a letter in opposition to the removal of the Bridge, which was identified in the *Preliminary Structures Report* as the most impactful to historic resources. This letter and the report are attached.

Tidewater Multi-Modal Transportation Safety and Efficiency Assessment (MTSEA)

The City has been working with RIDOT and the developers of the proposed Tidewater Landing Project, a \$300 million mixed use development anchored by a professional soccer stadium. The MTSEA, which is being prepared by RIDOT, identifies a number of traffic and safety improvements which are needed to accommodate the traffic and pedestrian activity anticipated to be generated by this project. The City requests that the MTSEA improvements be incorporated into the STIP.

Newport Avenue Corridor Study

The STIP includes resurfacing of Newport Avenue. Newport Avenue serves an important economic development corridor for Pawtucket and East Providence. The City requests that the resurfacing proposal be expanded to include addressing drainage, signalization, pedestrian improvements and transit.

Response to M-9-1

Thank you for your comments on the Draft FFY 2022-2031 STIP. We appreciate your support for the Pawtucket Central Falls Transit Hub, Blackstone River Bikeway Projects, and the state's ongoing commitment to keep bridges and roadways in state of good repair.

The Barton Street Bridge, included in Bridge Group 56D (TIPID 3075), has been closed to vehicular traffic since 2017, as noted in the report attached to your comment. Its state of structural deficiency is a hazard to motorists and the continued operation of trains on Amtrak's Northeast Corridor. Your comment regarding this bridge is noted.

Regarding the MTSEA, the City is encouraged to discuss the matter with RIDOT and the Division of Statewide Planning at a later date. Due to significant funding limitations the Division of Statewide Planning is not currently extending a solicitation for new projects to enter the FFY 2022-2031 STIP. Due to these funding limitations the State does not anticipate a call for new projects to occur until at least 2022 and still subject to funding availability. When an open solicitation does occur, the Division of Statewide Planning will provide notification to all Rhode Island municipalities and stakeholders to submit projects applications for the STIP. Detail guidance on how to submit a project application will also be provided at that time, and that point would be when the MTSEA may be applied for consideration.

Regarding TIPID 1375, RI-1A, Newport Avenue (Pawtucket Ave to Federal Street), we are happy to discuss this matter to determine if these proposed improvements would be suitable for bundling with resurfacing. Please note that a portion of this project, from Pawtucket Avenue to the East Providence Town Line, is located in the City of East Providence.

M-10: Town of Cumberland, RI,

City: Cumberland

Submit Date: 07/12/2021 **Submit Method:** Website

Comment M-10-1

FFY 2022-2031 RI STIP Comments: Cumberland Public Works Department

- 1. Church Street Bridge (P&W RR Crossing/Bridge ID 094301): During a a previous STIP review by this office in 2017 (at which time a prioritization listing was provided to RIDOT), the Church St (P&W RR) Bridge had been listed and given a high priority. Upon review of the Bridge Program listings provided in the draft FFY 2022-2031, this bridge, which is part of Bridge Group No. 24, did not appear. As this bridge is in need of superstructure rehabilitation, including painting, deck repairs, and any related structural repairs, we respectfully ask that this bridge again be given consideration for inclusion and prioritization under the present program.
- 2. Sneech Pond Road (Route 120 to End/Project ID 1319): The scope of work associated with this project is the pavement reclamation and repaving of this state-owned roadway from Route 120 (Nate Whipple Highway) to the eastern section of this roadway where it reconnects with Rt. 120. However, there are some drainage improvements that need to be further investigated

and given consideration by RIDOT as part of the scope of this project. As the easterly section beyond Anna Mac Dr. is served by off-road drainage into the wetland areas associated with the East Sneech Brook on the northerly side and the wetland area on the southerly side, new paved waterways should be given consideration on the northerly side of the roadway, where stormwater ponding always occurs, in conjunction with the rehabilitation of the existing waterways that drain into the existing low-lying wetlands area on the southerly side. There is also a condition survey which could be given consideration in connection with the existing culvert bridge located west of Anna Mack Drive. Whereupon the roadway is rehabilitated and the latter improvements are further investigated and become part of the scope of work of this project, the town will give consideration to taking ownership of this roadway within these limits upon completion of same.

3. Route 122/Mendon Road (I-295 to Ann & Hope Way) ID 1318: Drainage improvements were requested at an earlier date by the town, and are included with the scope of work associated with this project. However, the section of roadway located south of the Burger King location, which is the focus of the drainage improvements, continues to hamper motorists during heavy storm events in conjunction wit the further deterioration of the roadway along the easterly shoulder within this area between Burger King and Rt. 116. We respectfully request a further review of the prioritization of this project.

Response to M-10-1

Thank you for your comments and recommendations for the FFY 2022-2031 STIP.

Bridge #943, the Church Street Railroad Bridge, was removed from Bridge Group 24 as part of FFY 2022-2031 STIP because its needs are incompatible with those of other bridges programmed in the surrounding area. The structure may be repaired under an immediate action contract (TIPID 6999), if an inspection of the asset indicates that it requires immediate work. This structure will continue to be monitored by RIDOT and addressed if the need arises. In addition, RIDOT will evaluate the possibility of programming this bridge in the STIP in a future year.

Thank you for your recommendations regarding TIPID 1319 Sneech Pond Road. Stormwater evaluations are a key component of the design phase for roadway projects, and we appreciate you bringing specific areas of concern to our attention in advance. RIDOT will coordinate a transfer of ownership with the town following completion of the project.

Regarding your concern on Route 122 Mendon Road, RIDOT has included TIPIDs and 1318 and 1319 it on a list of potential projects to be funded by the Smooth Rhodes Program, a request for \$150 million in support from the American Recovery Plan funds made available to the state. This initiative, if approved by the General Assembly, will allow for these roadways to be addressed on an accelerated timeline.

M-11: Newport,

City: Newport

Submit Date: 07/12/2021 Submit Method: Website

Comment M-11-1

The City of Newport has long had unique transportation needs. In recent years, we have been inundated with seasonal traffic interested in our oceanfront and historic and cultural resources. In the last decade, the City has worked with the State Planning Council and Department of Transportation to secure a transformative investment in our North End with the realignment of the Pell Bridge approaches. A groundbreaking will be held this Friday morning with the Governor and Congressional Delegation. This project was developed with decades of planning partnership between the City and State to create a second downtown area with year-round economic activity and we are now entering the implementation phase. It is critical that sufficient funding be provided to this project to complete it to the standard needed to attract this year-round activity. The soon-to-be-completed Phase One project has some deficiencies (i.e., crosswalks, signage, utility pole locations, street lights, tree trimming and landscaping) which the City would like to see avoided with Phase Two.

A second critical project for Newport and the State of Rhode Island is Bellevue Avenue. The City recently successfully requested this Council to reprogram desired enhancements to two other critical roadways, Spring Street and Thames Street, to Bellevue Avenue in order to provide much-needed maintenance to this internationally -renowned Rhode Island crown jewel. This concrete and stone dust thoroughfare has reached the end of its service life and visitors and residents to this historic asset are having poor experiences, negatively impacting our economy. A major overhaul is needed, not a \$5 million reduction in project scope.

The City of Newport respectfully requests that STIP projects in Newport be programmed to meet the intense use they receive and are designed and constructed to the high standards our international tourists expect in order to attract the revenues we all rely on. The City worked with the State to reconstruct Broadway, expanding our lively downtown in a very successful manner. We look forward to working with the State to achieve these adequately programmed projects critical to Newport's future as well.

Response to M-11-1

Thank you for your comments on the FFY2022-2031 STIP.

The State shares the City of Newport's excitement to see the Pell Bridge Ramps Projects (TIPIDS 1364 and 9201) through to their conclusion and to enjoy the benefits that these changes will deliver.

The Bellevue Avenue Project is under TIPID 5107. The project has seen no change in scope versus the prior STIP, and as discussed with the City of Newport the project incorporates the funding previously under TIPID 5105, Thames and Spring Street Improvements, in the FFY18-27 STIP. In the previous STIP, TIPID 5105 was programmed for \$8.5M in funding while TIPID 5107

was programmed for \$3M. The sum total of funding, \$11.5M, is the amount programmed for TIPID 5107 in this new FFY 2022-2031 STIP.

The State looks forward to working with the City of Newport to address any additional questions or concerns regarding this project, or others.

M-12: Woonsocket,

City: Woonsocket

Submit Date: 07/12/2021 **Submit Method:** Website

Comment M-12-1

The City of Woonsocket has multiple concerns with the proposed summer 2021 STIP Amendment. The amendment proposes the elimination or delay of many important City projects. The City is especially alarmed by the delay in bridge repairs to the Singleton Street, River Street, Fairmount Street, and Sayles Street Bridges.

These bridges are already in need of structural repair and improvements to reduce their negative environmental impact on the Blackstone River and improve their appearance. The most current version of the STIP proposes deferring maintenance by five years ,Äì with a completion date of 2031. These bridges require priority attention but appear to be receiving the opposite treatment.

The City is also concerned with the delay in pavement/sidewalk/ADA improvements to two of its major roadways ,Äì Social Street and Mendon Road. Social Street a significant and heavily traveled commercial corridor in the City and an important economic development opportunity. Deferring maintenance to this road for three additional years from a completion date of 2025 to 2028 without explanation will discourage private investment in this area. Mendon Road is a major thoroughfare through east Woonsocket. The City is concerned that resurfacing and ADA improvements will now be deferred to a completion date of 2031 ,Äì a decade from the present year.

The City is concerned with the delay in the completion of the Blackstone River Bikeway. Currently three of five Woonsocket segments have been completed, but none of the segments abut each other significantly limiting the trail,Äôs usefulness. The remaining Woonsocket segments of the bikeway were previously slated for completion by 2022 and 2023. Now work will not even begin until 2023 and the two segments will not be completed until 2025 and 2028.

Below is a list of changes proposed in the Summer 2021 STIP Amendment. Please provide an explanation or context for each change.

Items eliminated from the STIP:

- 1. Bernon Street Bridge at Blackstone River (TIP ID 6683) | Previously included with Bridge Group 26B | Previously slated for completion 2023-2026.
- 2. Harrison Ave Railroad Bridge (TIP ID 6695) | Previously included with Bridge Group 48 | Previously slated for completion 2023-2027
- 3. Blackstone/Peters River to Mouth | Previously included as TIP ID 2044 | Previously slated for completion: 2020-2027
- a. Included Drainage improvement to improve water quality,Äù in the following Woonsocket water bodies: Blackstone River, Cherry Brook, Mill River, and Peters River.
- 4. Train Station Maintenance and Repairs | RICAP | Previously included as TIP ID 7901 | Previously received ongoing funding
- 5. Grade Crossing Surface and Signal Projects | Previously included as TIP ID 1443 | Previously Funded through 2025
- a. Included rehab of at grade crossings,Äù at the following Woonsocket crossing: River Street near Fairmount and Very.

Items where project has been delayed:

- 6. All bridge projects included in the Corridor Woonsocket item (TIP ID 3207, previously Bridge Group 26B and Bridge Group 48) have been moved out two years. Previously they were slated for completion in 2026. Now they are slated for completion in 2028. Privilege Street at Mill River is an exception and was moved from 2027 to 2028.
- 7. All Bridge Projects included in the Bridge Group 26C item (TIP ID 9989 previously Bridge Group 26B and Bridge Group 48) have been significantly delayed. Previously these bridges were slated for completion in 2026 or 2027. Now they are slated for completion in 2031.
- 8. Resurfacing and sidewalk improvements to Social Street (TIP ID 3207, previously TIP ID 5312), from Main Street to the MA state line were previously slated for completion 2025 but have been delayed to 2028.
- 9. Resurfacing and sidewalk/ADA improvements to Mendon Road (TIP ID 9538), from Cumberland Hill Road to the MA state line were previously slated for completion in 2027, but have been delayed to 2031.
- 10. Blackstone River Bikeway Segment 8A (TIP ID 5293) was previously slated for completion in 2023, but has been significantly delayed to 2028.

11. Blackstone River Bikeway Segment 8B (TIP ID 5319) was previously slated for completion in 2022, but has been delayed to 2025.

Items added without input from the City's Planning Department:

12. TIP ID 5419, 2025 Roadway Departure Mitigation (Mendon Road between Cumberland Hill Road and Cass Ave) was added to the STIP. The City would like to have a conversation about this STIP item to potentially identify traffic calming measures that could be implemented rather than a median guardrail which is out of character with the area.

The City relies on the STIP to guide its decision making processes. This becomes challenging when the document cannot be relied upon for accuracy. It is obviously the City,Äôs preference that, where possible, eliminated projects be recovered and delayed projects be restored to their previous schedule. This is most important for the historic bridges crossing the Blackstone River which are in dire need of attention.

Response to M-12-1

Thank you for your comments.

The Singleton Street, River Street, Fairmount Street, and Sayles Street Bridges were isolated into their own group due to their complexity and status as historic, locally-owned and maintained structures. It is RIDOT's understanding that the City of Woonsocket engaged Pare Engineering to design the gusset plate retrofits for these city-owned structures, but the design status is unknown at this time. The project you reference, Bridge Group 26C, will include major rehabilitation and address the long-term serviceability of these bridges.

Improvements to Social Street and Mendon Road remain priorities for the Department. Both projects were delayed due to budgetary constraints and to accommodate the schedules of other construction projects in the area. Project schedules may always be adjusted pending the receipt of additional funding or fluctuations in other nearby projects.

Your concerns regarding the Blackstone River Bikeway are noted.

The Bernon Street Bridge No. 095201 is in 'Good' condition based on the last inspection. This bridge is owned by the City of Woonsocket.

The Harrison Avenue RR Bridge No. 068701 is in 'Poor' condition based on the last inspection. This bridge is owned by the City of Woonsocket. While the condition is poor, the structural capacity at this time is still adequate due to the strength of arch bridges in general. All bridges will continue to be carefully monitored via future inspections, and all project scopes, budgets, and schedules are subject to change with each inspection.

TIP ID 2044, along with several other stormwater and drainage projects, was consolidated into STIP ID 7550 to simplify that section of the STIP.

TIP ID 7901, along with several other operational line items, was consolidated into TIP ID 7910 to simplify the STIP.

TIP ID 1443 remains fully funded in the STIP. The specific locations of planned grade crossing work may be updated in the future.

The timeline for the completion of the bridges in TIP ID 3207 has been adjusted to reflect that additional design time may be required to incorporate pavement resurfacing and sidewalk repairs into this job. The resulting project is intended to minimize disruption to the surrounding area by consolidating bridge work and pavement work previously programmed under multiple line items into a single contract.

TIP ID 9989 is comprised of historic, city-owned structures. This project is programmed to allow ample time for design, and to avoid construction conflicts with other projects in the area.

As stated above, your concerns regarding Social Street, Mendon Road, and the Blackstone River Bikeway are noted.

Lastly, TIP ID 5419 consists of making pedestrian improvements (e.g. crosswalks) along the corridor and at the Cumberland Hill Road intersection, and enhancements at the curves along the corridor (e.g. signage, high friction, roadside guardrail). Median guardrail is not being considered as part of this project. Since the project is not proposed until 2025, concept plans would not be developed until 2023 and coordination with the City can begin at that time. RIDOT would be happy to meet with the City at any time before then.

M-13: South Kingstown,

City: Wakefield

Submit Date: 07/11/2021 Submit Method: Email

Comment M-13-1

In addition to the projects contained in the draft STIP and based on a review of the projects within South Kingstown, we would like to advise you that in 2017 the town made nine recommendations along with prioritization of these items (attached). After an initial review of the proposed FFY 2022-2031 Draft State Transportation Improvement Program (STIP) the town's Priority numbers four (4) and five (5) should be included in the proposed draft of the Draft STIP.

Priority #4 - Old Tower Hill Road Traffic Safety and Pedestrian Accommodation Study Old Tower Hill Road, from Route 1 to Route 108, is the major access point to Wakefield, while also servicing the community's Commercial Highway district. As such, this corridor is an important gateway for the community and a major thoroughfare for residents and visitors. This segment of Old Tower Hill Road experienced 1,031 accidents over the past ten years (June 2007 to June 2017).

The high number of accidents indicates a problem with the traffic pattern within the corridor, which needs to be analyzed to determine appropriate mitigation measures. Additionally, much of the sidewalk along the corridor is in need of repair or replacement. Such pedestrian improvements would provide a better connection between the commercial district of Old Tower Hill Road and the core area of Main Street and the surrounding residential neighborhoods. The Town would also like to see additional landscaping incorporated into the design of this stretch of road, given its significance as a major gateway into South Kingstown. If designed as a landscaped median, a dual purpose may be served as such could provide both traffic calming and drainage mitigation. The high number of accidents annually, as well as the significance of the corridor as a gateway into Town makes this project as a high priority. This project, combined with pedestrian improvements to Route 108, was proposed in the Town,Äôs 2016, 2012 and 2007 STIP applications, but were not funded.

Priority #5 - Route 108 Sidewalk Installation and Drainage Improvements

This project seeks to install sidewalks along Route 108, from the Meadowbrook Housing complex to the Curtis Corner Road/Saugatucket Road intersection along the easterly side of the road, thence transitioning to the west side of the right-of-way to the intersection with Route 138. This project also proposes drainage improvements and the addition of landscaping.

This road segment is heavily traveled as a main transit route to and from the University of Rhode Island, both by private vehicles and via RIPTA's regional service. Existing bus stops along this stretch of road are not accessible by sidewalk, and the lack of such causes pedestrians to traverse the highway shoulder, creating a dangerous condition. Pedestrians and bicyclists utilize this road segment on a frequent basis, and the current roadway configuration does not provide for a safe or convenient multi-modal usage environment. Additionally, stormwater courses down the highway corridor to Peace Dale without treatment or comprehensive management, contributing to drainage problems in the Peace Dale Flats area. Adding sidewalks, improved access management, and best management practices for stormwater mitigation would enhance the area's function, safety, environmental quality, and aesthetics.

In 2018, RIDOT will undertake improvements to the intersection of Route 108, Curtis Corner Road, and Saugatucket Road, including limited installation of sidewalks and drainage improvements. Given the potential connection to these improvements and the reasons listed above, Town staff proposes this project as a high priority. The estimated cost of this project is \$1.75 million. This project was included in the Town's 2016, 2012 and 2007 STIP applications, but was not funded.

Response to M-13-1

Due to significant funding limitations the Division of Statewide Planning is not currently extending a solicitation for new projects to enter the FFY 2022-2031 State Transportation Improvement Program (STIP). Due to these funding limitations we do not anticipate a call for new projects to occur until at least 2022 and still subject to funding availability. When an open solicitation does occur, the Division of Statewide Planning will provide notification to all Rhode

Island municipalities and stakeholders to submit projects applications for the STIP. Detail guidance on how to submit a project application will also be provided. The Town of South Kingstown may provide these projects for consideration at that time.

In addition, RIDOT completed in 2021 improvements to Old Tower Hill Road in Wakefield. These improvements included pavement resurfacing, installation of a center landscaped median, storm water improvements, new curbing and Americans with Disabilities Act-compliant sidewalks, and a buffered bike lane for both directions of travel and decorative planters.

O-1: Woonasquatucket River Watershed Council,

City: Providence

Submit Date: 06/25/2021 **Submit Method:** Website

Comment O-1-1

The Woonasquatucket River Watershed Council (WRWC) understands very well that we are living in an era of deep inequities, a worsening climate crisis, too many traffic fatalities, and an aging population of Rhode Islanders. We must pursue a robust, affordable, sustainable and equitable transportation system that will ensure we are building not just responsively, but proactively addressing these issues and many more. Regardless of age, ability, income, or background, the streets of Rhode Island should accommodate everyone safely and comfortably as they go from A to B, whether you go by motor vehicle or by walking, biking, skateboard, wheelchair or any other active means.

For these reasons, the WRWC urges of the STIP process:

- Be more open, transparent, and democratic, hold more than just one public hearing in two communities, and do real public outreach to raise awareness of these serious funding decisions.
- Account for the accelerating climate and traffic safety crises by doubling the proposed funding for active transportation both within the 10-year frame and the 4-year constrained funding period.
- Address the continued legacy of racism in transportation by prioritizing more funding to the Special Population Group Tracts as outlined in RIDOT's Transportation Equity Benefit Analysis.
- Use additional funding to implement the Bicycle Mobility Plan (BMP) for those roadways which are candidate bikeways in the BMP. Statewide active transportation partners worked very hard and interviewed a great number of people and communities in the development of the BMP. This is the time to commit to a statewide concerted effort to implement this thoughtful, well-researched plan.
- Provide funding to the towns for striping and other accommodations for bicycles on roadways in the outyears of the STIP.

- Create an "ACTIVE TRANSPORTATION" office at RIDOT coordinate active transportation and alignment with the BMP when considering design and construction of all transportation projects including roads and bridges throughout RI.
- Collect and monitor counts of bicycle and pedestrian use of multi-use paths.
- Develop, implement and publicize a service evaluation framework for evaluating bicycle and pedestrian infrastructure that includes feedback from actual users.

Response to O-1-1

These comments were included in another comment submission. Please see responses under comment I-14.

O-2: Hank Webster

Submit Date: 06/30/2021 **Submit Method:** Oral

Comment O-2-1

Hank is RI Director of Acadia Center. Has past experience in transportation council membership roles. Suggests there should be an addendum to the STIP addresses the Act on Climate. Believes there should be a transition from a car centric model to one that is alternative transportation friendly. Specifically, Route 2, near Natick Road (Warwick Mall area), there is no where to cross Route 2. In general, there are not enough crosswalks on Route 2. Point is, the STIP should be aligned with citizens that need transportation improvements the most, such as those using electric wheel chairs. Also, people would prefer to use low cost options such as transit. In addition, there should be more opportunity for people to weigh in on the STIP.

Response to O-2-1

Thank you for attending the STIP 2022-31 Public Hearing and providing comment.

We agree that climate change is a vital part of making transportation investment decisions and can be the driver of many projects that make up a comprehensive plan to address the emissions that are attributable to the transportation sector. Under the 2021 Act on Climate, the state will develop a plan to incrementally reduce climate emissions to net-zero by 2050. The plan will be updated every 5 years and will address areas such as environmental injustices, public health inequities and a fair employment transition as fossil-fuel jobs are replaced by green energy jobs. This is a nascent law that may drive change in the STIP analysis.

Transportation equity is something we hope to address more with the onset of the E-STIP, so that grading of projects will be in higher consideration of the elements that both help reduce the number of cars on the road and give Rhode Islanders more transportation options.

Connectivity, as you mentioned in your comment about crossing on Route 2, continues to be in consideration of every project that is programmed in the STIP. We strive to promote a safety-based, complete street approach to constructing projects. RIDOT is submitting a FY 2021 RAISE grant application that addresses your concerns about the East Avenue corridor in Warwick, a project that includes bicycle and pedestrian, signalization and other safety improvements along RI-113 adjacent to the malls and along Bald Hill Road. These improvements will be made alongside an investment in bus access along the corridor to increase accessibility to CCRI's Knight Campus and its RIPTA bus hub, and provide electric vehicle charging stations free to the public at the campus.

For the areas you highlighted outside of the grant application project limits (south of Tollgate Rd., north of the Pawtuxet River), we suggest you submit requests to the State Traffic Commission, which reviews requests for traffic control devices such as stop signs, traffic signals and roundabouts and other traffic and safety initiatives such as crosswalks, speed limit changes, and striping changes.

Thank you also for the feedback on our comment period approach. With the onset of COVID-19, we started the SmartComment tool so that those who wish to provide feedback can do so on the web and do not need to attend a public hearing in person. We will continue to make changes to the way we take feedback in future years.

O-3: Providence Preservation Society,

City: Providence

Submit Date: 07/01/2021 **Submit Method:** Website

Comment O-3-1

TIP 5204: The Providence Preservation Society is opposed to the relocation of the central bus hub unless an appropriate location is defined. The Clifford and Eddy Street location is suboptimal for riders. Riders should take precedent over other concerns, such as easy procurement of a National Grid building. The location will require crossing a major artery to enter downtown. It is too small to allow for future expansion. It is too close to the river and will be a detriment to further improvements along the riverfront. We support improvements to Providence Station, provided they be thoughtfully designed both for aesthetic compatibility with the existing station and for the comfort and convenience of transit passengers.

With regard to bridge replacements and upgrades, we support these when pedestrian and bicycle infrastructure is included.

TAP 5178 We support enhancements to the Woony Greenway.

Response to O-3-1

The Providence Multi-Hub Project [STIP ID 5204] is included in the STIP with funding programmed for FFY 2022. The project will establish a strategic hub in the Innovation District, enhance connectivity to the Providence Train Station, and reconfigure Kennedy Plaza. The creation of a multi-hub system brings many benefits to the transit network, including alleviating congestion at a single-hub and allowing for the physical improvement of pedestrian and transit amenities at several locations. As we continue to advance the project, we want to continue to hear from the public to keep the process focused on users and so we continue to provide the level of service expected from RIPTA riders. We believe sustained urban development will depend on having modern transit infrastructure consistent with the existing urban fabric and operations that become a more preferred way to travel within and around Providence. Your feedback on this project is taken into account. We appreciate your support of bridge replacements and upgrades with complete streets features and for enhancements to the Woonasquatucket River Greenway project (WRG - STIP ID 5178).

O-4: Green Energy Consumers Alliance,

City: Providence

Submit Date: 07/12/2021 **Submit Method:** Website

Comment O-4-1

Attached, please find a a joint letter expressing feedback on the STIP signed by nine organizations. Thank you for your consideration.

We, the nine undersigned organizations, are writing together to urge the Rhode Island Division of Statewide Planning, RI Department of Transportation, and RI Public Transit Authority to better consider the impact of climate-warming and health-harming emissions in the proposed State Transportation Improvement Program (STIP) for 2022 to 2031.

The STIP does not reflect the emissions reduction mandate established by the Act On Climate. Act On Climate, signed into law in April 2021, mandates that Rhode Island achieve a 45% economy-wide reduction in greenhouse gases compared to 1990 levels by 2030. Transportation is the state's largest source of climate-warming emissions, making up 36% of the total. Any plan to meet the state's 2030 emissions target must include a strategy for decarbonizing transportation. As proposed, the STIP for 2022 to 2031 does not acknowledge how its investments will help or hinder the state's 2030 mandate. This is a major oversight; most of the stakeholder organizations for the STIP, including the Division of Planning, RIPTA, and RIDOT, sit on the Executive Climate Change Coordinating Council (EC4) that is in charge of developing the compliance plan for the Act On Climate.

We recommend the STIP be amended to include a full analysis of how each project contributes to statewide greenhouse gas emissions. The transportation infrastructure projects that Rhode Island invests in will influence emissions for decades to come. Some investments, such as projects to expand safe cycling routes, will exert downward pressure on emissions by enabling more Rhode Islanders to travel by bike instead of by car. Other investments, such as highway

lane expansions, will encourage more car travel and increase vehicle-miles-travelled in the long term, which will increase transportation emissions.

We support the STIP's emphasis on maintaining a good state of repair for roads and bridges. However, the STIP should calculate and report the greenhouse gas emissions impact of each proposed *expansion* project (such as the \$205 million widening of I-95 northbound) to make sure investments are consistent with the Act On Climate goal while the EC4 develops its strategy for decarbonization. Projects that reduce or eliminate emissions must be prioritized over projects that are likely to increase emissions if the state is to remain in compliance with the Act On Climate. We recommend the STIP analyze both short term (2030) and long-term (2040 and 2050) impacts of all projects.

We also note that STIP project #5204 gives RIDOT authority to "reconfigure" the Kennedy Plaza bus hub - meaning to break up the hub, without a suitable alternative, and disperse the buses, thus making the system more confusing and less convenient for existing and future riders. Riders, planners, environmentalists, community groups, civil rights activists, and the Providence City Council have expressed concern about the impact of bus hub breakup. We believe this project would have a negative impact on transit ridership, and subsequently increase vehiclemiles-travelled, and should be reviewed in light of the Act On Climate mandate.

Prepare for more investments in active mobility, transit, and electric vehicles. The EC4 has until December 31, 2022, to create a decarbonization plan for Rhode Island according to the law. It would be counterproductive and perhaps impossible to meet the 2030 goal if the current draft of the STIP is executed. We support a doubling of the current budget for active mobility, from \$54 million to \$108 million in the fiscally constrained period of FFY 2022-2025, in line with the state's Bicycle Mobility Plan. This small reallocation would bring the total to 3.6% of the STIP budget during this period and would reflect a clear commitment to the goals of the Act On Climate by the state agencies involved.

As the EC4 works on developing an implementation plan for the Act On Climate, we expect to see the next STIP consider improvements to the electric vehicle charging network, which is absent from the 2022-2031 budget. We also support a full implementation of the Transit Master Plan, which would cost \$54 to \$194 million annually to execute.

Implement a more robust methodology for the Transportation Equity Benefit Analysis. In section 5 of the STIP, the Transportation Equity Benefit Analysis (TEBA) assesses the distribution of transportation investments in select population groups, including areas predominantly populated by low-income people, people of color, people with disabilities, or households with children. We commend the STIP for considering equity and for its work in mapping vulnerable population groups. However, we believe the TEBA methodology to be flawed because the allocation of investment dollars is the sole factor analyzed in determining equity. TEBA does not consider whether the investments improve or worsen air quality, mobility, or greenhouse gas emissions in the studied population groups. The omission of cumulative health impacts in the STIP is problematic because the burden of air pollution is not shared equally among all

population groups. Some expensive projects, such as those to expand highways, add new lanes, and add more highway ramps, may end up increasing the exposure gap and increasing health inequities in the populations studied by TEBA.

A complete equity analysis should include information on whether the proposed projects would expand or shrink cumulative exposure to tailpipe pollutants, including NOx, SOx, and particulate matter. Projects that are found to increase vehicle tailpipe pollution in communities already overburdened with poor air quality (whether coming from vehicle tailpipes or stationary sources) should be reviewed, deprioritized, or eliminated from the STIP.

We thank you for the opportunity to comment and look forward to working with you to plan for a decarbonized, healthier, and more connected Rhode Island.

Sincerely,

Mal Skowron, Green Energy Consumers Alliance Patricia Raub, RI Transit Riders Kathleen Gannon, RI Bicycle Coalition John Flaherty, GrowSmart Rhode Island Hank Webster, Acadia Center Helene Miller, Partnership for Providence Parks Sue AnderBois, The Nature Conservancy Paulina Muratore, Union of Concerned Scientists Meg Curran, Conservation Law Foundation

Response to O-4-1

RIPTA, RIDOT, and Statewide Planning appreciate your advocacy to promote a fully integrated transportation system that is integrated with housing and economic development strategies, as well as seeks to reduce greenhouse gas emissions. Projects and programs in the 2022-2031 STIP go a long way to promote a more equitable and climate sensitive transportation future. In addition, we have developed Goals, Strategies, and a Vision to attain a desirable transportation future that is equitable, effective, and consistent with environmental goals. As you are aware, efforts for ongoing improvements for active transportation, transit, and a more complete and multi-modal approach at transportation remain at the forefront of programming considerations moving forward. As evidenced in multiple parts of the LRTP, BMP, TMP, and CMP, which all place emphasis on a multi-modal transportation system for improvement. As more projects are developed and analyzed with this approach, we anticipate that Rhode Island will become a more resilient system that is less damaging to the environment.

Climate change is also an important part of making transportation investment decisions and can be the driver of many projects that make up a comprehensive plan to address the emissions that are attributable to the transportation sector. Under the 2021 Act on Climate, the state will

develop a plan to incrementally reduce climate emissions to net-zero by 2050. The plan will be updated every 5 years and will address areas such as environmental injustices, public health inequities and a fair employment transition as fossil-fuel jobs are replaced by green energy jobs. This is a nascent law that may drive change in the STIP analysis. Your feedback is helpful and will be considered as changes to business operations mandated by the legislation are discussed.

As you may already be aware, the major capital projects (for example, \$205 million widening of I-95 northbound) are subject to the National Environmental Policy Act (NEPA) and the requisite regulations of the Clean Air Act. These projects are designed to reduce congestion and overall improve air quality and analysis to demonstrate this and compliance with NEPA will be performed. We recognize that reliance on cars as the primary form of travel for many Rhode Islanders and the fossil fuels being burned by on-road vehicles hinders our progress toward a greener future. The State is simultaneously addressing these issues as we work to address state of good repair and utilize federal discretionary grants designed to improve our interstates which should not be forsaken or delayed. Your suggestions regarding analyzing each project contribution to statewide greenhouse gas emissions is exemplary and will be considered as we discuss statewide operations consistent with the Act on Climate.

The FFY 2022-2031 STIP is financially constrained and the State has a limited amount of funding resources. In the event that additional federal funding is received, there may be an opportunity to accelerate project timelines on many of the bicycle and pedestrian projects, and to include potentially more projects conceptualized in the Bicycle Mobility Plan. Please note that the proposed Active Transportation Program accounts for \$180M of funding, which represents approximately 6% of all capital project expenditures over the ten year STIP window (FFY2022-2031). In addition, several projects in other programs (Bridge, Pavement, Traffic Safety, etc.) include components of active transportation as well.

We appreciate your feedback on the TEBA and have taken your suggestions into account. Rhode Island has worked with our federal partners in the past to develop and improve the equity benefit analysis to this point and we will continue to do so in order to improve the outcome of transportation investments on minority, low-income, and underserved communities. We also feel that your participation in the discourse will improve how we analyze the effects of the transportation system in future programs. Your concerns are our concerns in respect to equal treatment of all Rhode Island citizens and developing and designing a transportation future that has residual benefits and reduces the burden of vehicle emissions and transportation infrastructure on human health.

O-5: The Nature Conservancy,

City: Providence

Submit Date: 07/12/2021 **Submit Method:** Website

Comment O-5-1

Referenced report: "Supporting Rural Communities Through Clean Transportation Investments" prepared by EBP for The Nature Conservancy, August 2020.

The Nature Conservancy is a global organization dedicated to conserving the lands and waters on which all life depends. We have chapters in all fifty U.S. states and in nearly 80 countries around the globe. Here in Rhode Island, we steward more than 10,000 acres of protected land. At The Nature Conservancy, we realize that we cannot succeed in our core mission without seriously addressing climate change. The science is clear and unequivocal: we need to fully decarbonize our economy by 2050, with major emissions reductions before 2030.

Act On Climate, signed into law in April 2021, mandates that Rhode Island achieve a 45% economy-wide reduction in greenhouse gases compared to 1990 levels by 2030, and net zero carbon emissions by 2050. The transportation sector currently represents the largest percentage of Rhode Island's greenhouse gas emissions. If we are to meet the state's mandatory carbon emissions reductions goals, decarbonizing transportation needs to be part of that effort. The STIP is an important tool for the State's investments and priorities in the transportation and mobility sectors. As proposed, the STIP for 2022 to 2031 does not include adequate investments to achieve the goals mandated in the Act on Climate legislation.

The Nature Conservancy has studied mobility and low-carbon transportation - and the types of investments we could make in Rhode Island and in communities across our region. We did this research in light of the proposed Transportation and Climate Initiative, but the findings are intentionally designed to be relevant outside of that specific policy mechanism. I want to share with you three key pieces of research that we have done in the last 18 months and some of their major take-aways. This research includes two separate polls (March 2020 and January 2021) and a regional report examining and assessing transportation and related investment opportunities for rural communities.

<u>Transportation Investments Polling in Rhode Island:</u>

The Nature Conservancy in Rhode Island conducted two separate polls related to transportation-related investments and the Transportation and Climate Initiative to gauge the support of Rhode Islanders for this type of policy and related investments. Both polls were done with the firm FM3 Research, and we are more than happy to give a presentation on the full results to any member of this committee.

March 2020 poll: The poll conducted in March 2020 included 400 interviews with Rhode Islanders across the state on both landline and cell phones. Interviewees were likely voters in the November 2020 election. This was important because the poll also included questions on the Green Bond that had been proposed in then-Governor Raimondo,Äôs budget.

This initial poll showed overwhelming support for transportation-related investments and a program like TCI in Rhode Island. Some specific take-aways include:

- 66% of Rhode Islanders saw climate change as an extremely very serious problem and one of the top-ranked issues.

- 68% of Rhode Islanders supported joining a regional partnership to reduce transportation emissions that was described in the survey like this: Some people have proposed that Rhode Island join with 12 northeastern states and the city of Washington, DC to create a clean transportation fund that would invest in transportation choices that reduce pollution, including expanding public transportation, creating incentives and infrastructure for electric vehicles, and safe ways for people to walk and bike, including in our cities and in small towns and rural areas of the state.
- Support was strong across age and genders:
 - o 92% of adults aged 18-29
 - o 65% of men and 70% of women
 - o Above 59% support across all age groups

Support was similar across the state:

o Bristol County: 66%, Kent County: 68%, Newport County: 66%, Providence County: 67%, Washington County: 70%

Rhode Islanders were willing to pay for these investments:

- o 66% expressed an overall Willingness to Pay
- o 51% expressed a Willingness to Pay at least 10 cents/gallon

January 2021 poll: TNC contracted with FM3 Research for another poll that was conducted in January 2021. This poll contained questions about the Transportation and Climate Initiative and the Green Bond that was scheduled for special election in March 2021. For the TCI portion of the poll, we were interested in understanding if the pandemic and other events of 2020 had influenced Rhode Islander's support for the program.

Because this poll included questions relevant to the Green Bond, it focused on Rhode Islanders who were likely voters in the March Special Election. Our pollsters flagged for us that these likely voters (and thus our sample of these voters) were likely to skew slightly more conservative and slightly older than the general Rhode Island population.

While so much in the world has changed in the last year, this poll continued to demonstrate support for transportation- related investments and a program like TCI in Rhode Island. Some specific take-aways include:

- Continued strong overall support: 61% of Rhode Islanders support joining TCI
- 62% of Rhode Islanders continue to support paying for these investments
- Key messages that resonated with voters included:

o Air quality: Transitioning the transportation system away from fossil fuels will mean less pollutions in the air and water and that this will lead to less asthma and lung disease. This message resonated with 73% of Rhode Islanders

o Options: This message was about how expanding transportation options helps Rhode Islanders get to jobs, school, training programs and other appointments. 62% of Rhode Islanders found this compelling.

Supporting Rural Communities Through Clean Transportation Investments Report:

The Nature Conservancy also worked with EBP (a consulting firm) to release a regional report to examine and assess transportation and related investments that can reduce greenhouse gas emissions and also provide mobility, economic, and other benefits to rural communities across the TCI region. This report built on focus groups and information gathering in rural communities across the region. (A copy of the report is attached to this public comment.)

Why rural communities? The Nature Conservancy identified gaps in knowledge and research on the transportation needs of rural communities and the solutions that would work best for them. Our colleagues in other states were finding that rural residents felt disconnected from decisions around transportation investments and had unique transportation needs. In particular, we found that rural residents drive more and have fewer to no alternatives to driving for necessities (such as doctor appointments or getting to work). We also found that there are a lot of lower income people living in rural communities who are paying a large percentage of their monthly budgets on transportation and mobility. Rural communities also tended to have different demographics than other communities, including higher percentages of older residents and people with disabilities.

Through polling analysis, we identified two key viewpoints of rural residents:

- A misperception that state transportation investments favor urban and suburban communities over rural communities.
- Rural communities voiced support for potential transportation investments that can improve mobility and access and support local rural economic development.

The goal of the report is to help decisionmakers identify transportation investments that are best in their local contexts. As such the report provides:

- A **menu** of potential transportation investments for rural communities
- Quantitative and qualitative **analysis of impacts** of those investments (for greenhouse gas emissions as well as economic, public health, and access impacts)
- Assessments of the equity and resilience impacts and potential **implementation** pathways and timelines.

The menu of options includes nine different options and analyzes them across many criteria so local decisionmakers can best understand the implications for local contexts. The options include (these are not ranked):

- Facilitate the adoption of electric and hybrid personal vehicles in rural areas
- Facilitate the conversion of public fleets in rural areas to electric and hybrid vehicles

- Facilitate the electrification of freight vehicles (trucks) that pass through and serve rural areas
- Facilitate electrification of truck stops in rural areas
- Facilitate more use of rail freight and barges in the region
- Improve intra-regional and local public transportation and shared mobility in rural areas
- Improve inter-regional public transportation in rural areas
- Improve broadband connectivity
- Invest in town centers

While these investments were studied specific to rural communities, the same types of investments can and would benefit urban and suburban communities as well. For example, as we've seen with the pandemic, increased access to broadband can help all Rhode Island families reduce their reliance on transportation and access work and school remotely. We have also seen investing in town centers, green and complete streets ordinances being introduced in municipalities across the state is just one example, it's as important in rural areas as it is in the various neighborhood centers across Providence.

Conclusion

To meet the science-based climate goals that Act on Climate requires of Rhode Island, we need to be making bold transportation-related investments in our state. Our polling shows that these are programs and investments that Rhode Islanders support and are willing to pay for. The Rural Investments report demonstrates that there are a range of potential investments for rural and urban communities that can be customized for each location and benefit specific community needs.

The climate crisis is real and urgent. Thank you for your attention to this important issue.

Response to O-5-1

Thank you for your comment on clean transportation investments as part of the FY 2022-2031 STIP. RIDOT, the Division of Statewide Planning, and RIPTA were all a part of the of the state Mobility Innovation Working Group, which issued this supportive report on the state's support of TCI. For further information please visit http://climatechange.ri.gov/documents/mwg-clean-trans-innovation-report.pdf.

Climate change is also an important part of making transportation investment decisions and can be the driver of many projects that make up a comprehensive plan to address the emissions that are attributable to the transportation sector. Under the 2021 Act on Climate, the state will develop a plan to incrementally reduce climate emissions to net-zero by 2050. The plan will be updated every 5 years and will address areas such as environmental injustices, public health inequities and a fair employment transition as fossil-fuel jobs are replaced by green energy jobs. This is a nascent law that may drive change in the STIP analysis. Your feedback is helpful and will be considered as changes to business operations mandated by the legislation are discussed.

O-6: Mass. Sierra Club,

City: Boston

Submit Date: 07/12/2021 **Submit Method:** Website

Comment O-6-1

- 1) Weekend service to Wickford Junction should be instituted immediately. It is inequitable not to include this 20-mile segment in weekend service.
- 2) Currently, the segment from Wickford Jct. to New London is the only one on the Northeast Corridor without any commuter rail service. The Mass. Sierra Club supports extending commuter rail services to close the gap from Wickford Jct. to New London. For example, RI could build on its existing partnership with the MBTA to extend the Providence Line to Kingston. This station already has Amtrak service which creates considerable synergy. And URI also makes this an attractive stop. RI could then work with Connecticut to extend Shore Line East to the same station. A future phase could involve enhancing service to T.F. Green/Hillsgrove esp. because of the airport to add Amtrak and SLE connections. Developing these services would increase the mobility of residents of all three states involved with frequent low-fare options.
- 3) RI needs to develop a trackage plan with Amtrak to improve service, increase capacity, and provide redundancy. This could involve a combination of electrification of commuter rail, high-level platforms, adding station overtake sidings (e.g., at Kingston, Wickford Junction, TF Green) and more third track. It is worth noting that the MBTA provides commuter rail in Rhode Island and Massachusetts along the Northeast Corridor, but these states are the only ones on the Corridor without any electric commuter service.

Response to O-6-1

Thank you for your comments and suggestions for the Draft FFY 2022-2031 STIP.

The COVID-19 pandemic has negatively impacted transit ridership nationwide, and commuter rail has been among the hardest hit modes. Historical data in Rhode Island shows weekend ridership is typically about half that of weekday, and Rhode Island's weekday ridership is down 80-90% in 2021 from pre-pandemic levels. As riders continue to return to transit, RIDOT continuously evaluates if and when weekend service to TF Green Airport and/or Wickford Junction is warranted.

The market analysis developed during the Transit Master Plan study phase does not anticipate a market for commuter rail service south of Wickford Junction in the 2040 time frame. Wickford Junction is primarily used for Boson-based commuters (roughly 8 out of 10 riders), and it is very successful in attracting a large proportion of overall Boston-based employees from South County. Still, through RIDOT's participation in the Northeast Corridor Commission, it

continuously coordinates with representatives from MBTA, MassDOT, and ConnDOT on passenger rail service improvements. The feasibility of extension of existing services and new potential services (e.g. Rhode Island intrastate service) are regularly evaluated by our agencies.

Finally, the Rhode Island Department of Transportation is a member of the Northeast Corridor Commission working with Amtrak and other states along the Northeast Corridor to develop short, medium, and long-range rail corridor plans. Short-term improvements are identified in the Northeast Corridor Capital Investment Plan. This plan includes ongoing track maintenance and special projects such as the new Pawtucket/Central Falls Station, the rehabilitation of Providence Station, and design for an Amtrak stop at TF Green Airport. Medium-term improvements are identified in the recently-published Connect NEC 2035. This plan calls for electrified MBTA service, a completed Amtrak stop at TF Green, and a third track in Massachusetts between Readville and Canton, among other projects. This plan estimates that commuter rail patrons riding from Wickford Junction to Boston would save 16 minutes once the capital improvements are in place. Long-term capital projects and service objectives are highlighted in the 2017 NEC Future Record of Decision which followed a multi-year Tier I Environmental Impact Statement.

O-7: Grow Smart RI,

City: Providence

Submit Date: 07/12/2021 **Submit Method:** Website

Comment O-7-1

Grow Smart RI is a statewide coalition of business and civic leaders and concerned community stakeholders that provides policy guidance to those seeking thoughtful, long- term economic growth with enduring and equitably shared community benefits. We have a 23-year history of promoting best practice tools and strategies for advancing economic and community revitalization, including a robust multi-modal transportation system. One of the principal ways we do this is by promoting public and private investments in a 21st century transportation system that's fully integrated with sustainable housing and economic development strategies and goals that benefit all Rhode Islanders.

State of Good Repair

We begin with praise for RIDOT's continued strategy of tenaciously and aggressively investing to bring Rhode Island's bridges, once worst-in-the-nation, into a state of 90% sufficiency by 2025. This has been made possible through RIDOT's bold truck tolling proposal, called RhodeWorks, that was enacted by the General Assembly in 2015, with enthusiastic support from Grow Smart RI. The structural integrity and safety of our state's 1,162 bridges is of the utmost importance to safe mobility and economic competitiveness whether by car, truck, bus, bicycle or foot. We appreciate RIDOT's steadfast commitment to this goal.

Vision, Goals and Strategies

The vision, goals and strategies outlined on p. 1-5 are also forward looking with an emphasis on providing effective and affordable transportation choices that are supportive of healthy communities, expand access to jobs and services, and promote a sustainable and competitive Rhode Island economy. They include: 1) Connect People and Places (e.g. expand connectivity across modes), 2) Maintain Transportation Infrastructure (e.g. design roadways to increase transportation choices), 3) Strengthen Communities (e.g. improve individual and community health and foster social equity), 4) Promote Environmental Sustainability (e.g. reduce vehicle miles traveled, transportation greenhouse gas emissions) and 5) Support Economic Growth (e.g. expand connections to jobs).

Our overriding concern is that the investment plan represented by the hundreds of individual projects budgeted in the STIP, particularly in the fiscally-constrained period of FFY 2022-2025, do not adequately reflect the long range vision, goals or strategies.

Additionally, the STIP does not reference or account for the landmark Act on Climate legislation that was signed into state law by Governor McKee in April, 2021 and that *mandates* a 45% economy-wide reduction in greenhouse gas emissions compared to 1990 levels by 2030. As proposed, the STIP for FFY 2022-2031 does not acknowledge how its investments will help or hinder emission reduction goals from the transportation sector which is the single-largest and fastest-growing source of emissions in Rhode Island.

Active Transportation

The funding level for the category of Active Transportation projects in the draft STIP is now proposed at \$52M for the fiscally-constrained period of FFY 2022-2025, representing 1.8% of the total STIP budget. That amount is approximately \$8M less than was budgeted for the same period in the most recent STIP. The recently adopted Statewide Bicycle Mobility Plan (BMP) includes a recommendation to double the funding for active transportation projects (see p. 86) and we note that the BMP was vetted through the state's Transportation Advisory Committee and approved by the State Planning Council, the same public bodies that vet and approve the STIP. We agree with this recommendation and propose reallocating an additional \$52M for Active Transportation projects for a total of \$104M for the period FFY 2022-2025, to include, among other initiatives, the full replacement of the closed bicycle bridges on the East Bay Bike Path, Rhode Island's flagship bike path. We further propose that the funding be reallocated from the approximately \$400M+ currently proposed for highway capacity expansion projects such as those along sections of I-95, I-195, I-295 and Routes 37 and 146 that would encourage more driving, increased vehicle miles traveled and increased greenhouse gas emissions. Reallocating these funds would respond to the surging post-Covid public demand for safe places to walk and bike and to the legislative mandate for reducing greenhouse gas emissions from the transportation sector.

Mass Transit

We believe the recently adopted and ambitious statewide Transit Master Plan (TMP) is a vitally important element of the STIP and one that can provide more residents and visitors with safe and convenient mobility across Rhode Island and the region, getting people where they're

going quickly, efficiently and affordably. This holds great promise for revitalizing our Main Streets and Downtowns, better connecting all Rhode Islanders with economic opportunity and all of life's essentials, while providing the means to measurably reduce greenhouse gas emissions from the transportation sector. However, to ensure that the TMP is more than a plan that sits on a shelf, there needs to be an investment schedule aligned with the TMP for implementation.

While we note an increase in funding allocated to transit capital and operations in both the RIDOT and RIPTA line items of the STIP summary tables, it's not at all clear that the amounts are anywhere near sufficient to implement the recommendations outlined in the first ten years of the TMP. The TMP estimates average annual expenditures of \$94-\$154M for capital investments and an approximate doubling of current operating costs from \$112.9M to as much as \$237M annually. The STIP amounts proposed for capital investment average just \$45.8M annually and the amounts proposed for operations average just \$115M annually. We recommend reallocating funding from line items that support highway capacity expansion projects that would otherwise encourage more driving and increased emissions to sufficiently implement the Transit Master Plan.

Additionally, we call your attention to STIP project #5204 which gives RIDOT authority to reconfigure the Kennedy Plaza bus hub meaning to break up the hub, without a suitable alternative, and disperse bus stops among several downtown hubs, thus making the system more confusing to navigate and less convenient for existing and future riders. Transit riders, planners, environmentalists, community groups, civil rights activists and the Providence City Council have all opposed the break-up of a central bus hub. We believe this project would have a negative impact on transit ridership and subsequently vehicle miles traveled and should be revisited. We encourage state planners to reconsider co-locating an underground central bus hub adjacent to Providence Station as was proposed in a 2018 RFP process that RIDOT led.

Transportation Equity Benefit Analysis

We commend STIP drafters for including a consideration of equity in section 5, the Transportation Equity Benefits Analysis (TEBA) which assesses the distribution of transportation investments in select population groups, including areas predominantly populated by low-income Rhode Islanders, people of color, people with disabilities, or households with children. However, we find the methodology to be lacking because the allocation of investment dollars seems to be the sole factor analyzed in determining equity. TEBA does not appear to consider whether the investments improve or worsen air quality, mobility, or greenhouse gas emissions in the studied population groups. The omission of cumulative health impacts is problematic because the burden of air pollution is not shared equally among all population groups. Some expensive projects, such as those that expand highway capacity and traffic volumes, may end up increasing the exposure gap and increasing health inequities in the populations studies by TEBA.

We recommend a complete equity analysis to include information about whether proposed projects would expand or reduce cumulative exposure to tailpipe pollutants, including

NOx, SOx and particulate matter. Projects that are found to increase vehicle tailpipe pollution in communities that are already overburdened with poor air quality should be revisited, deprioritized, or eliminated from the STIP.

Response to O-7-1

RIPTA, RIDOT, and Statewide Planning appreciate your advocacy to promote a fully integrated transportation system that is integrated with housing and economic development strategies, as well as seeks to reduce greenhouse gas emissions. Projects and programs in the 2022-2031 STIP go a long way to promote a more equitable and climate sensitive transportation future. In addition, we have developed Goals, Strategies, and a Vision to attain a desirable transportation future that is equitable, effective, and consistent with environmental goals. As you are aware, efforts for ongoing improvements for active transportation, transit, and a more complete and multi-modal approach at transportation remain at the forefront of programming considerations moving forward. As evidenced in multiple parts of the LRTP, BMP, TMP, and CMP, which all place emphasis on a multi-modal transportation system for improvement. As more projects are developed and analyzed with this approach, we anticipate that Rhode Island will become a more user-friendly and equitable State as it pertains to transportation and mobility.

Climate change is also an important part of making transportation investment decisions and can be the driver of many projects that make up a comprehensive plan to address the emissions that are attributable to the transportation sector. Under the 2021 Act on Climate, the state will develop a plan to incrementally reduce climate emissions to net-zero by 2050. The plan will be updated every 5 years and will address areas such as environmental injustices, public health inequities and a fair employment transition as fossil-fuel jobs are replaced by green energy jobs. This is a nascent law that may drive change in the STIP analysis. Your feedback is helpful and will be considered as changes to business operations mandated by the legislation are discussed.

The FFY 2022-2031 STIP is financially constrained and the State has a limited amount of funding resources. The state agrees that our transportation system requires further investment in sidewalks and public transportation. In the event that additional federal funding is received, there may be an opportunity to accelerate project timelines on many of the bicycle and pedestrian projects. Please note that the proposed Active Transportation Program accounts for \$180M of funding, which represents approximately 6% of all capital project expenditures over the ten year STIP window (FFY2022-2031). In addition, several projects in other programs (Bridge, Pavement, Traffic Safety, etc.) include components of active transportation. Some of these projects include major capital projects such as the 6/10 Project, which includes a bike path connection between the Washington Secondary and Woonasquatucket River Greenway. Those projects, including RIDOT Traffic Safety's Intersection & Crosswalks projects, are *not* factored into the 6% figure. The STIP also includes improvements to and extensions of numerous bike paths throughout the state. For example, TIPID 9002 includes a nearly 5-mile extension of the Trestle Trail bike path from Summit Village in Coventry to the Connecticut State Line. Not only is the Washington Secondary Bike Path scheduled for extension under TIPID 5215, but the 6/10 Project includes bike amenities to link the path to the Woonasquatucket River Greenway. Said Greenway is programmed for additional enhancements under TIPID 5178. Improvements to other paths, including but not limited to the Aguidneck Island Bikeway (5161) or Blackstone River Bikeway (5319), are also scheduled.

TIPID 5005 in the Active Transportation Program entails the replacement of the East Bay Bike Path Bridges. TIPID 5005, the East Bay Bike Path Bridges is a top priority for RIDOT, which has begun installing a safe, temporary bike path as the agency continues to work with design consultants to find a way to reduce the cost of replacing both bridges which are severely deteriorated. This project will commence at the start of the new FFY 2022-2031 STIP window. The Federal Fiscal Year 2022 begins October 1, 2021.

In addition, the FFY 2022-2031 STIP is informed by new mapping analytical tools being used by the Rhode Island Department of Transportation and RI Division of Statewide Planning. Thanks to such tools, RIDOT has identified over 2.5 million square feet of sidewalks that will be repaired or newly constructed as part of the projects in this STIP. This figure will most certainly increase over time, as the effort to measure and map these improvements is still underway.

Incidentally, many of the major capital projects Grow Smart would reallocate money from that have been designed to reduce congestion, gain economic advantage, and achieve state of good repair, are funded with federal discretionary monies, which cannot be reallocated to other program areas of the STIP. Federal discretionary grants are awarded to projects that meet specific federal criteria and the major capital projects fit the criteria under the discretionary grant programs from which the money flows. For more information, please refer to the STIP Resources section within Section 1 of the 2022-2031 STIP.

The FFY 2022-2031 STIP is fiscally constrained, but many projects include improvements prioritized in Transit Forward 2040. In addition, TIP ID 7151, Transit Master Plan Investments, sets aside \$64.9 million over the next ten years to fund the development of additional TMP projects with a focus on project development in the constrained years. The out-years provide larger sums for implementation of fleet enhancements, transit corridor expansion, state match funds to support future federal discretionary grants, or other projects to be developed. If additional funding becomes available, there could be opportunities to increase funding for public transit initiatives. Improving access to transit is a key objective of this STIP due to the benefits that your comment mentioned. The state is excited to explore new, additional ways of expanding transportation opportunities for transit users and your continued advocacy on the subject matters.

Public transportation is a cornerstone of Rhode Island's transportation infrastructure. RIDOT's Transit Program represents \$260M in expenditure in the FFY 2022-2031 STIP. This is an investment that will help to reduce congestion on roadways, and by extension limit greenhouse gas emissions.

Regarding TIPID 5204, Kennedy Plaza, the creation of a multi-hub system brings many benefits to the transit network, including alleviating congestion at a single-hub and allowing for the physical improvement of pedestrian and transit amenities at several locations. Operationally, the multi-hub system is also not expected to negatively impact bus service to and from Kennedy Plaza. Your concerns and comments regarding Kennedy Plaza are heard, noted, and appreciated. The project seeks to improve the existing system for current riders and create opportunities for future expansion of ridership, connect businesses and aid in the continued growth and service of Providence's neighborhoods. Kennedy Plaza will be maintained as a key station within the Multi Hub concept and the TMP calls for East-West as well as North-South

high capacity transit service that will connect multiple hubs in downtown Providence with surrounding areas and neighborhoods. The TMP emphasized the utility of mobility hubs throughout the state to connect high capacity transit and work on the Multi Hub project is being coordinated between RIDOT, RIPTA, and the City of Providence.

We appreciate your feedback on the TEBA and have taken your suggestions into account. Rhode Island has worked with our federal partners in the past to develop and improve the equity benefit analysis to this point and we will continue to do so in order to improve the outcome of transportation investments on minority, low-income, and underserved communities including the effects on air quality, mobility, and greenhouse gas emissions. Your concerns are our concerns in respect to equal treatment of all Rhode Island citizens and developing and designing a future that has residual benefits and reduces the burden of vehicle emissions and transportation infrastructure on human health.

O-8: Ocean State Center for Independent Living,

City: Warwick

Submit Date: 06/17/2021 **Submit Method:** Website

Comment O-8-1

To the Members of the Transportation Advisory Committee

Transportation & the accessibility of sidewalks, pedestrian crossing devices etc. are critical for Rhode Islanders with disabilities to independently travel around the state. Therefore, Ocean State Center for Independent Living (OSCIL) as the independent Living Center in the state with the mission of promoting independence & community involvement for individuals with disabilities appreciates the opportunity to comment on the proposed State Transportation Improvement Program (STIP).

First, OSCIL supports RI DOT's on-going efforts to install accessible pedestrian crossing devices, curb cuts, etc. throughout the state and has experienced positive results in particular when requesting that an accessible pedestrian crossing device be installed near our office.

Next, because RIPTA's Paratransit and fixed route transportation are primary sources of transportation for individuals with disabilities, we support RIPTA's proposal to maintain a fleet of accessible vehicles for the Paratransit program. Expanding areas served by Flex routes would also encourage more riders. OSCIL strongly encourages RIPTA to directly involve members of its Accessible Transportation Committee (ATAC) for feedback on the accessibility of paratransit vehicles to be purchased and to participate in sensitivity training for all RIPTA drivers.

OSCIL is strongly opposed to RI DOT's plan to spread out bus hubs through out downtown Providence. Increased ride times, and bus transfers will make the fixed route unnecessarily more challenging for passengers with disabilities to navigate, given their varying levels of mobility, sensory or cognitive abilities. It is OSCIL's opinion that increased rapid bus lines,

and expanding weekend and evening service as well as bus hubs in underserved regions of the state will improve public transportation for all Rhode Islanders.

Thank you for your attention to our comments, and feel free to be in contact with further questions.

Response to O-8-1

Thank you for your support of ongoing RIDOT efforts to install accessible pedestrian amenities and noting the positive results made through these efforts.

Comments regarding RIPTA's Paratransit and fixed route transportation are noted. OSCIL's participation on the ATAC are appreciated along with matters that come before that committee. As has been the practice, RIPTA will continue to solicit feedback from the ATAC on matters concerning accessibility and transit service. Customer service is also a major goal of RIPTA and driver training is an important aspect of maintaining sound transit operations.

Please see the response above regarding the Providence Multi-Hub project. The creation of a multi-hub system will bring many benefits to the transit network, in particular, allowing for the physical improvement of pedestrian and transit amenities at several locations in downtown Providence that will enhance accessibility. Operationally, the multi-hub system is also not expected to negatively impact bus serve to and from Kennedy Plaza as 99.8% of the current passengers that take a 1-seat ride to Kennedy Plaza and downtown Providence will continue to do so once the project is in place. Proper wayfinding and signage will be installed to improve navigation for riders with disabilities.

OSCIL's support of expanded bus service, including expanding weekend and evening service as well as bus hubs in underserved areas is noted and OSCIL's participation in the public comment phase of preparing the STIP is appreciated.



STATE OF RHODE ISLAND Department of Administration DIVISION OF STATEWIDE PLANNING STATE PLANNING COUNCIL

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TRANSPORTATION ADVISORY COMMITTEE **PUBLIC NOTICE**

Draft State Transportation Improvement Program FFY 2022 -2031

The Rhode Island State Planning Council's Transportation Advisory Committee (TAC) is accepting written comments on the proposed Federal Fiscal Year (FFY) 2022-2031 State Transportation Improvement Program (STIP) for the State of Rhode Island.

The Division of Statewide Planning, in partnership with the Rhode Island Department of Transportation (RIDOT) and the Rhode Island Public Transit Authority (RIPTA), have prepared a draft of the FFY 2022-2031 Rhode Island STIP. The STIP is the program of transportation projects the State of Rhode Island intends to implement using U.S. Department of Transportation funds, state funds, and other funding sources.

The STIP is prepared every four years and includes the following RIDOT programs: Bridge, Pavement, Traffic Safety, Transit, Active Transportation, Corridor Projects, Major Capital Projects, NHTSA, Stormwater and the following RIPTA programs: Transit Capital, Transit Services, and Transit Support Operations. The FFY 2022-2031 STIP covers the four fiscally constrained years (FFY 2022-2025) to meet federal requirements and also anticipates projects for 2026 to 2031, to provide a more comprehensive perspective on the projects moving through development into implementation.

The Draft State Transportation Improvement Program (STIP) FFY 2022-2031 and online project mapping dashboard can be reviewed at http://www.planning.ri.gov/planning-areas/transportation/tip-2022-2031.php or at the offices of the Division of Statewide Planning between 8:30 a.m. and 4:00 p.m., Monday through Friday. (Note: due to pandemic protocols, please call (401) 222-7901 to make an appointment for in-person review.)

The public comment period for the Draft FFY 2022-2031 STIP starts on June 10, 2021. Written comments can be submitted at https://planning.ri.commentinput.com/?id=4pKAZ.

The TAC will also accept public comments on the Draft FFY 2022-2031 STIP at two public hearings scheduled for:

Tuesday, June 29, 2021 at 5:00 p.m. Narragansett Town Hall 25 Fifth Avenue, Narragansett, RI **Council Chambers**

Wednesday, June 30, 2021 at 4:00 p.m. RI Department of Administration One Capitol Hill, Providence RI Conference Room 2A, 2nd Floor

Or Join from a PC, Mac, iPad, iPhone or Android device Please click this URL to join.

https://us02web.zoom.us/j/88573969057?pwd=ckszQmQ0ZjFpR3gxYU1kajVSWmdvUT09 Passcode: 541820

Or One tap mobile: +16465588656,,88573969057#,,,,*541820# US

The two public hearings will include the same informational presentation at the start. All persons may present their views on these items in person or through a representative at the TAC public hearings referenced above. All comments on the STIP, both oral and written) must be received by 4:00 PM on July 12, 2021.

The public meeting locations are accessible to individuals with disabilities. Any individual requiring a reasonable accommodation in order to participate in these meetings should contact Thomas Mannock, Ph.D. at 401-222-6377 (voice) as soon as possible. Individuals requesting foreign language translation services should contact Benny Bergantino at (401) 222-1755 at least five (5) business days prior to the scheduled start of a meeting. Public transit schedule information for the public hearings is available from RIPTA at (401) 781-9400 or www.ripta.com

Linsey J. Callaghan

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Secretary, Transportation Advisory Committee

June 10, 2021

